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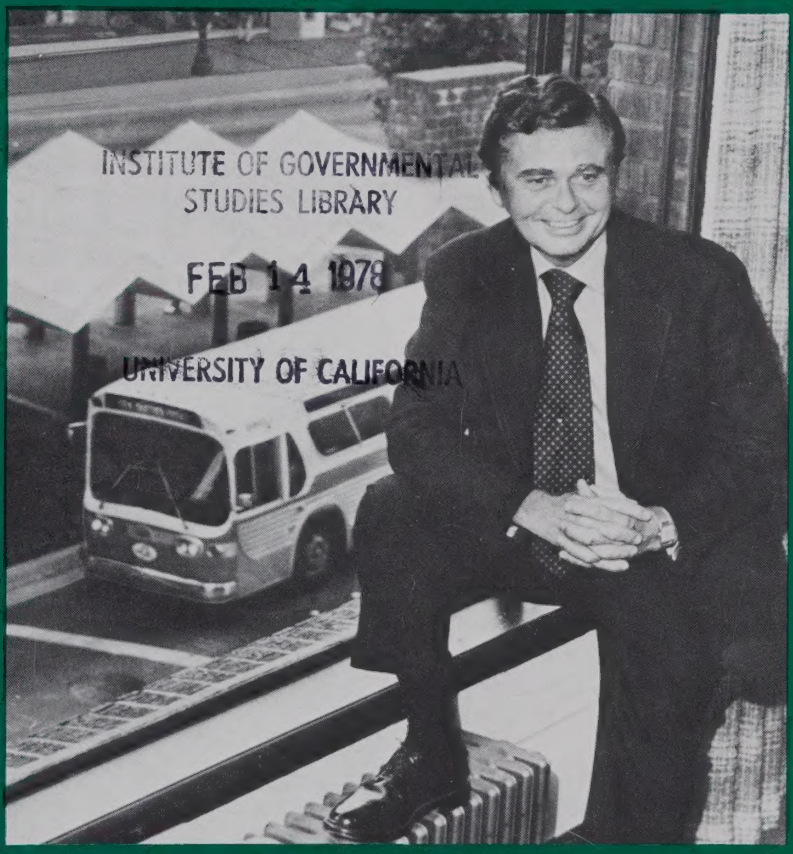
Vol. 20 No. 7 JANUARY, 1978

Transit-Times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Alan L. Bingham
1925 - 1978

What the Press is saying about transit

Independent and Gazette

Bingham a giant in transit industry

The AC Transit system is the finest in California and one of the best in the nation. The man who more than any other, developed the excellence of the two-county bus system — Alan Bingham — is dead.

The loss of any public servant in the prime of his productivity is a double loss — one to his family and associates and the other to a public which has never been in any greater need of outstanding officials.

BART General Manager Frank Herringer summed up the loss Bingham's heart attack created when he commented:

"It's a big loss to transit, not only here in the Bay Area, but nationally as well.

"Al was a real leader at the American Public Transit Association. He was always recognized throughout the county as running one of the best bus systems that exists.

"He was a driving force behind the Bay Area Transit Association, getting the managers together. He's going to be missed."

Al Bingham had a brilliant mind, outstanding organizational abilities, a winning personality and a keen political sense when dealing with legislators and labor leaders. Continuing his tradition of excellence will be most difficult, but it must be done if AC Transit is to maintain its outstanding service to the public.

Oakland Tribune

The death of AC Transit General Manager Alan L. Bingham is a stunning loss to the Bay Area.

Mr. Bingham was the driving force in a transportation system that is among the best in the nation.

Not only was Mr. Bingham one of the nation's leading transportation experts, he was a civic leader dedicated to the improvement of the Eastbay community.

His untimely death leaves a great void.

passenger transport

Alan Bingham was effective.

He was effective at AC Transit which he turned into a model bus operation.

He was effective before Congressional committees where he so often spoke in favor of the transit viewpoint.

He was effective as the industry's most articulate spokesman for new buses and he tirelessly journeyed to Washington or wherever to fight for that cause.

THE COVER — "The East Bay, AC Transit and the entire transit industry lost a dynamic and innovative leader with the death of Alan Bingham.

"At the youthful age of 42, he assumed the helm of AC Transit in 1967 as its third General Manager and immediately proceeded to mold it into one of the nation's most effective, best-operated systems.

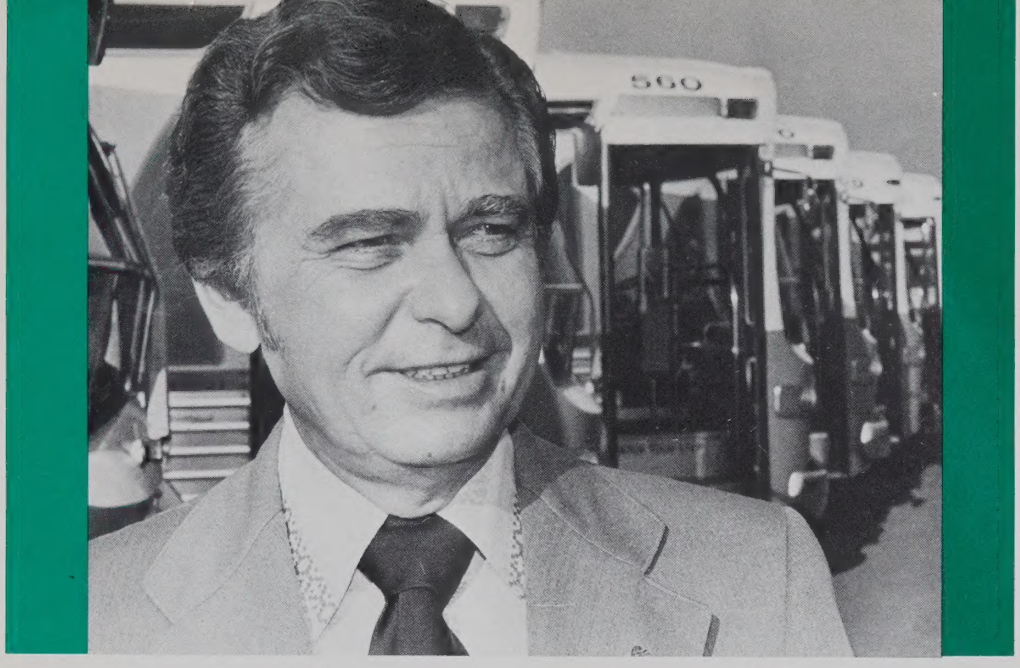
"Progressive by nature, he also gradually surrounded himself with a young, forward-looking executive staff which he leaves behind as a testimony to his record of leadership and performance.

"He also showed compassion for his neighbor by finding time to advance charitable and other civic causes.

"A loving husband and father, Alan L. Bingham also was a dear friend to many, including each member of the Board of Directors who held him in the highest esteem."

John L. McDonnell

President
Board of Directors



Alan L. Bingham dies at age 52

Alan L. Bingham, 52, general manager of AC Transit since 1967, suffered a heart attack in his Latham Square office Jan. 3 and died at an Oakland hospital a short time afterwards. Funeral services were Jan. 6.

A recognized leader in the public transit industry, Bingham joined AC Transit in 1958 as Public Relations and Advertising Manager. He was one of the handful of men who promoted the idea of public transit in East Bay cities and who spearheaded passage of the $16 million bond issue which put the District in business.

He participated in and directed numerous national groups in public transit, including the Bus Technology Committee of the American Public Transit Association (APTA).

His local leadership in public transportation included serving as chairman of the newly-formed Regional Transit Association of the Bay Area.

Bingham also was active in civic affairs and charitable organizations in the Bay Area. He had served on the Board of Directors of the Cerebral Palsy Center for the Bay Area, where he was elected president from 1965 through 1970.

He also had served as president of the Cerebral Palsy Foundation of Alameda County, had been active in the county's Tuberculosis and Health Association, and had been on the board of directors of the Lincoln Child Care Center in Oakland, the Metropolitan Oakland YMCA and numerous other civic organizations.

His many career-oriented activities included participation in the Advertising Association of the West, the Oakland Advertising Club, the American Advertising Federation, the Public Relations Society of America, the Bay Area Publicity Club, the San Francisco Press Club and the Northern California and Nevada Advertising Association.

Bingham graduated from the University of California School of Business Administration at Berkeley and was active as an accountant and as a newspaper man with the Berkeley Gazette and the San Francisco Examiner before entering the transit industry.

A veteran of World War II, Bingham earned the Bronze Star for his participation in the invasion of Iwo Jima.

He is survived by his widow, Joyce; two sons, Richard and Philip; and a daughter, Mrs. Jean Jones. The family home is in Piedmont.

Very welcome aboard

Strike ends; buses are operating

The strike against AC Transit ended late in January, 68 days after members of Amalgamated Transit Union, Division 192, walked off the job.

Union members ratified a contract proposal Jan. 27 which returned bus drivers to work at an hourly wage of $8.35 — 32 cents more than they earned when the strike began. Similar wage hikes, reflecting cost-of-living increases, were paid to maintenance and clerical workers.

The strike idled the District's 826 buses last Nov. 21 after negotiators representing the 1883 union members rejected a proposal that would have given drivers an average annual wage of more than $20,000.

Other provisions in the November offer provided substantial improvements in the pension plan, assuring future retirees 65 and older, with at least 20 years of service, incomes — including Social Security benefits — in excess of $1,000 a month.

The District also offered a cost-of-living formula to adjust wages quarterly to match the rise in inflation; an increase in benefits to current pensioners; a paid prescription drug plan; payments to cover cost increases for medical, dental and life insurance; and an additional paid holiday.

After the union went out on strike, District negotiators repeatedly offered to make adjustments within the financial framework of that November proposal — adjustments that would not increase the cost of the package, and the financial burden on the taxpayers and bus riders who pay for it.

In mid-January, the negotiators came to agreement on a complex series of adjustments in the District proposal which didn't exceed original cost projections.

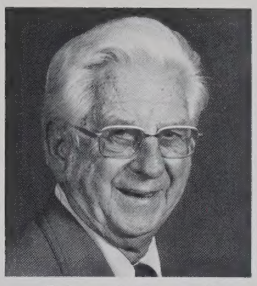
Union leaders recommended those adjustments to the rank-and-file during a meeting Jan. 15. The union members rejected the recommendation by a margin of about three-to-two.

Negotiators for both sides in the dispute then returned to the bargaining table for another week, during which they hammered out the labor package that won union acceptance and ended the strike.

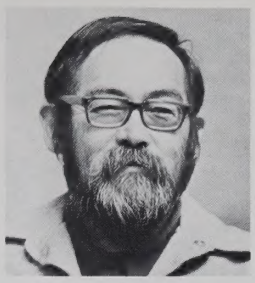
As service resumed, Acting General Manager Robert E. Nisbet commented, "We have just gone through a painful period; it's time to get on with the job."

"The District's excellence is a tradition which we must all work to uphold."

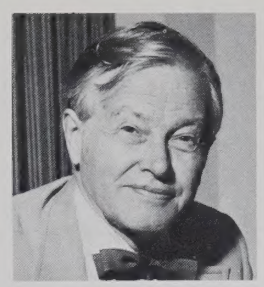
"This has to be a team effort," he said.



John McDonnell
Board President



Roy Nakadegawa
Vice President



Robert Nisbet
Acting General Manager

January actions

Board appoints Nisbet Acting General Manager; McDonnell, Nakadegawa re-elected as officers

Robert E. Nisbet, who played an active role in formation of the district 20 years ago, was appointed acting general manager by the board of directors at a Jan. 9 session.

Nisbet, 59, assumes the post left vacant by the death on Jan. 3 of Alan L. Bingham. He will serve while the board considers selection of a permanent general manager.

As AC Transit's chief legal advisor, Nisbet has been responsible for advising board and management on legal matters relating to all phases of operating a public transit district. In addition, he has served as the district's legislative liaison. This has entailed monitoring legislation affecting public transit and representing the district before and within public agencies and legislative bodies.

Nisbet is a graduate of UC, Berkeley, with a law degree from Hastings. He and wife Patricia make their home in Berkeley.

He was hired as the district's first full-time employee in 1957.

Board officers

John L. McDonnell, president of the AC Transit board of directors, has been chosen for a second one-year term by other members of the transit district's policy-setting body.

McDonnell was selected at a Jan. 11 meeting of the board. Also selected for a second term was board vice-president Roy Nakadegawa.

McDonnell, a veteran business leader in the East Bay, was involved with the formation of AC Transit as a public entity 22 years ago and has served on the bus system's board of directors since the district was created in 1956. He previously served as president of the board in 1967-68.

Nakadegawa, a senior civil engineer for the City of Richmond, was first elected to the board in November, 1972.

Both men will serve as officers of the board of directors through 1978.

Retired trainman, 93, Dies in Walnut Creek

Wilbur Gray, 93, a retiree whose period of service with AC Transit predecessor companies amounted to 45 years, died in Walnut Creek Dec. 17. He began his transit career in 1904 as a conductor. His employment was interrupted by illness, but he was re-instated by Key System in 1924.

After serving as conductor, brakeman, and assistant train director, he held various Treasury Department posts with Key System. At the time of his retirement in 1949, Gray was a ticket custodian.

He is survived by his widow, Marian L. Gray.

Burial was at Sunset View Cemetery, El Cerrito.

Projects for present, guidelines for future Make up schedule of Research and Planning

What's ahead for AC Transit in 5 years, 10 years, 20 years?

Will present physical facilities be adequate to meet future needs?

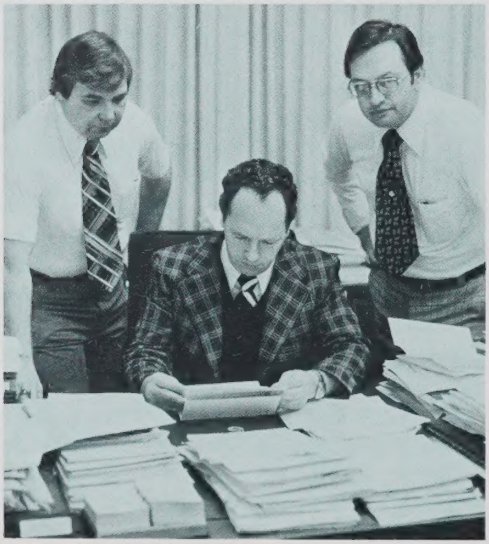
Upon what data or statement of policy will future decisions on operations be based?

Concerns and questions such as these are among those which occupy the small staff headed by Donald S. Larson, research and planning manager, who says of his job, "There is nothing routine about it."

A review of the projects which the four-member department headed, or coordinated, last year and of others which are on the schedule for 1978 tend to bear out this assessment.

Implementation last June of contract service in Eastern Contra Costa County capped a 2 1/2-year district effort. In this the department worked with county and community representatives and coordinated with other AC Transit departments, including Transportation, Schedule, and Marketing.

Also wrapped up last year was a six-month study of transportation needs of East Bay elderly and handicapped. Responsibility for this survey meant working with the outside consultant who compiled the data, acting as liaison with two advisory committees, and reporting to board and management on survey results and on recommendations.



STAFF CONFERENCE—Donald S. Larson, research and planning manager (center), confers with Theodore Reynolds, transportation planner (left), and Gene Gardiner, senior transportation planner.

Two other projects concerning handicapped persons are currently on the work schedule. One involves equipping a Concord contract service coach with wheelchair lift and securement devices. The other entails acting as the district's liaison for a year-long CALTRANS project to test a wheelchair access device installed on a coach used in BART express service.

Another on-going project is a study of bus route operations to discover factors, such as street conditions and signal-timing, which tend to cause schedule delays. Based on data collected, a set of possible solutions will be drawn up. This study benefits from the advice and aid of an advisory committee of public works engineers.

A key project soon to be launched is a 15-month effort aimed at developing a five-year operating plan for the district. This will mean defining AC Transit's goals and policies and evaluating current operations and programs to develop data for a "Short-Range Transit Plan."

This is the first step, Larson says, toward formalizing — for the first time — the district's planning process: building a policy frame-work on which to base future decisions on route expansion, service curtailment, fares, new contract service and on other matters crucial to operating an efficient, cost-effective system.

Also on the schedule for 1978 is a comprehensive study of physical facilities. Result would be a cost-analysis and master plan for space utilization to meet future needs. Such data, for instance, would be used in deciding whether replacement or

(Continued on page 8)

Retirements

Effinger, Kurtz begin leisure years

An electrician all his working life, *George A. Effinger* had completed 33 years of helping to keep coaches in top condition when he retired Jan. 1. He joined Key System in 1944, and estimates that 30 years of his service were spent at Emeryville Division's maintenance department.

George and wife Helen were jointly involved in yet another type of career for almost 20 years. They served as boarding parents for 168 newborn babies who were awaiting adoption. This amazing record of foster-parenting so many babies of all races was in addition to rearing their own family.

Their son, Gordon, and daughter, Susan Pool, have presented the couple with six grandchildren: Jason, Gordon, Jr., Scott, Lonnie, Rosa, and Christopher.

The Effingers' leisure time is being spent around their home in Castro Valley, an area where George's grandparents settled about 50 years ago.

A retiree as of Jan. 1, *J. Fred Kurtz* — formerly chief dispatcher, Emeryville Division — can look back on a 38-year transit career that began with operating streetcars out of Oakland's old car barns.

From this beginning, he soon transferred to operating buses, then became a receiver (of cash turned in by drivers at the end of shifts). His career as a dispatcher began about 30 years ago, crowned by his serving as Division 2's chief dispatcher more than 25 years.

NEW RETIREES — George A. Effinger (left) is shown in Emeryville Division's electrical maintenance shop, while J. Fred Kurtz (above) is pictured celebrating retirement with wife Bethia.

An East Oakland resident for 53 years, Kurtz and wife Bethia (also recently retired) plan a leisure life centering around their home; their cabin in the Sierras near Lake Alpine, and their family. This includes Kurtz' 86-year-old mother; the couple's son Ronald, a state official; and grandsons, Keith, 12, and Kenneth, 14.

NO FINANCIAL PAGE — Due to the strike, figures for revenue and ridership for the month of November, 1977, were not available at press time.

Actions of the Board

At an adjourned regular meeting Dec. 28, the Board of Directors:

- Authorized exercising option for purchase of ten bus passenger shelters, on motion of Director Bettencourt.

* * *

At an adjourned regular meeting Jan. 4, the Board of Directors:

- Authorized retaining legislative representative for the District, on motion of Director Bettencourt.

* * *

At an adjourned regular meeting Jan. 9, the Board of Directors:

- Appointed Robert E. Nisbet Acting General Manager, on motion of Director Bettencourt.

* * *

At a regular meeting Jan. 11, the Board of Directors:

- Elected John McDonnell president, on motion of Director Bettencourt.
- Elected Roy Nakadegawa vice president, on motion of Director Rinehart.

Transit-Times

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BOARD OF DIRECTORS

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Ward III
ROY NAKADEGAWA ..... Vice President
Ward I
PAUL B. GODKIN ..... Director at Large
RAY RINEHART ..... Director at Large
WILLIAM E. BERK ..... Ward II
WILLIAM J. BETTENCOURT ..... Ward IV
JEAN A. HOLMES ..... Ward V

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ROBERT E. NISBET ..... Acting General Manager
VIRGINIA B. DENNISON ..... Marketing Manager
J. DALE GOODMAN ..... Transportation Manager
OZRO D. GOULD ..... Claims Manager
JOHN A. KRAJCAR ..... Purchases and Stores Mgr.
LAWRENCE S. KURZ ..... Treasurer-Controller
DONALD S. LARSON ... Manager of Research and Planning
ANTHONY R. LUCCHESI ..... Maintenance Manager
STANLEY O. PEARCE ..... Superintendent of Safety and Training
LAWRENCE A. ROSENBERG ..... District Secretary and Administrative Projects Manager
WARREN E. ROBINSON ..... Transportation Engineer
ROBERT J. SHAMOON ..... Personnel Manager

Research and Planning projects present challenge

(Continued from page 6)

expansion/up-grading of an existing facility would be more feasible and economical. Or whether to build a new facility in a more cost-effective location.

Larson's view of his responsibilities — assumed in late 1976 and currently shared with a staff which includes Gene Gardiner and Theodore Reynolds — is that, "The challenge will be not just in the next year, but in the near future."

A factor in this challenge, he says, is in the "tremendous demands of the state, federal, and regional agencies for data to justify what the district is doing and why."

His department's aim, Larson says, is to provide the formats and coordination required to develop and evaluate plans that improve service by the most efficient, effective usage of the District's limited resources.

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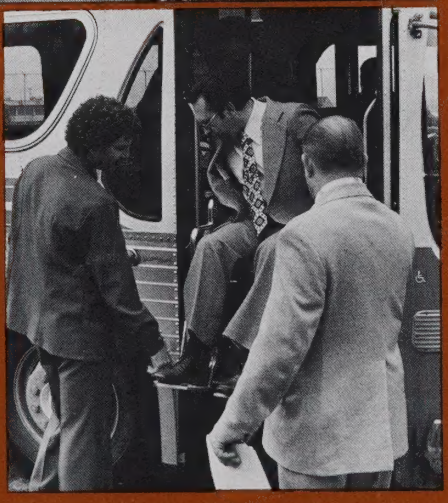
Wheelchair lift Gets thorough Safety check



He's scheduling retirement

Videll ends 41-year transit career

Summing up a 41-year career isn't a simple task.

For Richard P. Videll, retiring as superintendent of schedules, it may be even more complicated since he, almost literally, grew up working in transit.

Except for time off for Army service in World War II, Videll has been involved in East Bay transit operations since he was 18 years old. Then, just a few months out of Castlemont High School and with a course at Merritt Business School behind him, he became a $60 a month general office clerk for East Bay Street Railways. The date was October, 1936.

His long involvement with schedule work began in a very basic way: he started by typing schedules, then worked into the highly specialized function of writing them. He considers the work very challenging, since elements of geography, time, equipment, and manpower must mesh with considerations of costs and efficiency.

One reward, he says, is in "standing out there and watching the buses actually operating over the route" as the aftermath of long, grueling hours of working out a schedule balancing maximum service with minimal equipment and manpower costs.

As to which period of the past 41 years has offered the most challenges, Videll quickly pin-points two: World War II transit operations and the district's expansion period of the past five years.

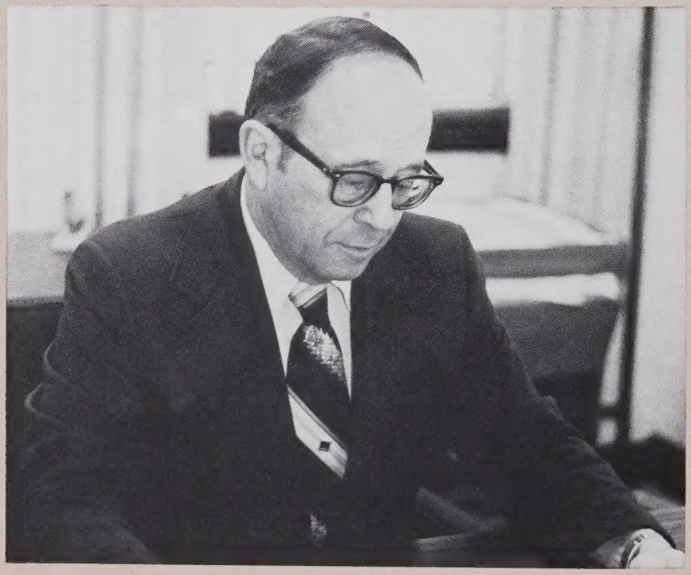
The war-time era, he said, was characterized not only by a shortage of operators and equipment, but by a mandate to provide service to shipyard workers. Gearing service to continually fluctuating shipyard production schedules often meant working around-the-clock, Videll remembers.

"The last five years have been really hectic, too," he said, "with conversion of service in connection with BART, new contract service, and expansion in existing service areas."

How will Videll, who has held the demanding position of superintendent of schedules for 10 years, manage to "gear down" to a life of leisure?

He and wife Sally, he says, have plans for traveling in the U.S. and Canada in their motor home. Also, they are looking forward to an April visit to Hawaii, with plans, later on, to visit Spain and Portugal, where they have ancestral ties.

But they'll maintain their long-time home in San Leandro, which they share with two of their four children: Mike, a college student; and Patricia, a high school senior. There are two older sons, Dan and Bob, plus three grandsons: Bob, Jr., 8; Paul, 6; and Tim, 4.



Richard P. Videll

Operating plan project approved

Approval by the Board of Directors of a cooperative agreement with MTC has cleared the way for work to begin on a 15-month study which will form the basis for a five-year operating plan for the District.

The project — aimed at defining District goals and establishing service guide-lines — will be coordinated by Research and Planning Department.

It will include evaluation of current operations and programs, will review policies and services of the last seven years, and will provide projections for the future in such areas as fare revenue, funding, and marketing.

The resulting body of data will form the basis for a "Short-Range Transit Plan." Such a plan, to be up-dated annually, is now required of public transit agencies under joint UMTA-Federal Highway Administration regulations. It is geared toward providing transit funding agencies with specific data on a system's capital and operating needs.

The project, with 80% funding provided by UMTA, will cost $311,245.

Material developed in the study will include a series of system maps, with overlays to illustrate factors involving routes and passenger demography.

Patrons receive Valentine In form of free rides

Free rides have been the rule on all local bus lines in the Pittsburg-Antioch-Brentwood area for most of February.

"It's our way of saying we're sorry for any inconvenience caused by the interruption in service," according to Barbara Guise, chairman of the Eastern Contra Costa Transit Authority.

Mrs. Guise also voiced assurance to local residents that the Transit Authority was not billed for bus service during the two-month period the contract service was interrupted.

Buses are back on local Lines 380, 381 and 382, but the fare boxes have not been operating since Feb. 6. Free rides will continue through Feb. 28.

THE COVER — AC Transit's Wheelchair Lift Evaluation Committee gives this prototype access device a thorough examination. Testing aspects of lift operation are Stan Pearce, superintendent of safety and training (seated in top photo), and Loren Ball (standing), assistant transportation manager. Gene Gardiner, senior transportation planner, (seated, bottom photo) and Bill Gauer, superintendent, Emeryville Division (bottom, right) added observations to the committee report. They also are drafting a manual instructing drivers in the use of the device. The evaluators recommend that the lift go through a three-week shakedown test in Concord, which contracts for special service transporting elderly and handicapped. Gary Gresham of Concord (bottom, left) would coordinate use of the lift-equipped coach during the road test. The device is being developed by Environmental Equipment Corp. of San Leandro.

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AWARD WINNER — Operator Donald E. Figas has received recognition from the California Department of Fish and Game for his work with students in hunter safety training. Figas has taught more than 1,000 students firearms safety, conservation, survival, and sportsmanship. "If I can prevent one single accidental discharge of a firearm, I will have accomplished my goal," says Figas, who has been conducting classes for seven years.

New contract

Figures outline pay, benefits facts

A new three-year labor contract between AC Transit and Amalgamated Transit Union Division 192 went into effect late last month.

The new agreement returned drivers, maintenance men and clerical staff to work Jan. 29 after a ten-week work stoppage.

Drivers went back to work at a new hourly base wage of $8.35 — 32 cents more than they earned under the old contract. Similar raises, reflecting cost-of-living increases between mid-1977 and late November, were paid to other job classifications.

Mechanics' wages, for example, went up to a range of $7.95 to $9.70 an hour; clerks now earn $7.07; junior clerks, $6.81. Non-union employees also received comparable cost-of-living adjustments.

Cost-of-living

A full-percentage cost-of-living formula provides for continuing quarterly adjustments, during the remainder of the contract, which will raise wages to match increases in the federal government's Consumer Price Index.

Improvements in fringe benefits include revision of Table III of the pension plan to increase benefits by up to 8 percent for more senior employees retiring after age 61.

Benefits for current pensioners also were increased by up to $30 a month for those who retired before July, 1975.

Sick leave

Another new contract provision allows employees to receive pay while sick from the first day of an illness, provided they have accumulated sick leave on the District's records.

And employees who retire with unused accumulated sick leave now can receive a lump sum cash compensation of up to $1,600.

The new labor agreement provides that drivers who fail to report as assigned no longer will be suspended from work — but will lose only their daily guarantee. Drivers who "miss out" now can receive an assignment and pay for actual time worked.

Other additions to the contract include a paid prescription drug plan; a sixth week of vacation for employees with 30 years of service; and an additional "floating" holiday, bringing the total to 11 paid holidays a year.

The new agreement will be effective through June 30, 1980. Total cost of the three-year package is estimated to be $11.2 million.

Ridership figures rise

Four out of five passengers who made a habit of riding the buses before the recent work stoppage apparently have returned to using AC Transit.

The day after the strike ended — Jan. 30 — patronage was about 77 percent of the pre-strike level. Within the first post-strike week, ridership climbed to 85 percent of normal.

Patronage on weekdays hovered above the 80 percent level during the early part of this month, with fare box figures showing a steady increase.

On the weekends just after the end of the strike, ridership was as much as 90 percent of the level considered normal late last year.

Institute sets session

Bay Area Urban Transit Institute begins its second full year of seminars with an April 30-May 6 session jointly sponsored by AC Transit and three other Bay Area properties.

Averaging about 25 participants per session from area organizations and other properties farther afield, the Institute presents broad over-views of the varied functions which contribute to transit operations.

Other seminars will be in August and October.

New Employees

AC Transit welcomes these new workers

Mark P. Beitia
Maintenance
Newark

Harry L. Benjamin
Transportation
Seminary

Melvin E. Brown
Maintenance
Emeryville

Frank Cadiz
Transportation
Seminary

Sam H. Clark
Transportation
Richmond

Lashun Davis
Maintenance
Seminary

Julius Jackson
Transportation
Richmond

Tom F. Lloyd
Transportation
Seminary

Tri Delta Transit passengers to provide Survey comment on reactions to mini-bus

Tri Delta Transit riders in Eastern Contra Costa County will be judging the features of newly-developed buses during coming weeks.

Coaches specially designed for neighborhood service began regular service on routes in Pittsburg, Antioch and Brentwood on Feb. 13.

The Minibus, a 25-passenger vehicle now in service in other Contra Costa communities and in southern Alameda County, will be demonstrated in Tri Delta Transit service through Mar. 24.

The coach is 25-feet-long and features an air-conditioned interior, carpeting, and fabric-covered, bucket-type seats. It also has an extra-wide 48-inch door for easier boarding.

At a later date, a smaller 17-passenger Mercedes-Benz coach will be demonstrated in regular service. Also scheduled for road testing is an intermediate-size, 35-passenger bus of German design built by Gillig-Neoplan of Hayward.

During the demonstration, passengers will be asked to fill out survey cards to comment on vehicle features including boarding and disembarking ease, ride quality and noise levels, leg room and seating comfort.

Responses to the survey cards will assist the Eastern Contra Costa Transit Authority, which contracts with AC Transit for the Tri Delta service, in making selections of appropriate equipment for future transportation needs.

Transfer technology

RAPID TRANSFER — Maintenance man Jim Quarante installs a high-speed transfer machine on the dash of a bus. The electronic printer spits out transfers almost instantaneously at the touch of a button. Each 2-inch-square ticket bears the date, route and direction of travel, and time left before expiration. Five of the printers, produced by Vapor Corp., are being road-tested at Newark Division. The units could prove to be cost-cutters — saving drivers time and simplifying the job of producing, storing and distributing pre-printed transfers.

Fremont Dial-A-Ride grows

Residents of Kimber Park in Fremont began receiving Dial-A-Ride service Feb. 19, as AC Transit expanded its door-to-door service in District 2.

Some 350 homes are being provided service in the off-peak hours from approximately 9 a.m. to 4 p.m. and 7 p.m. to 10 p.m. on weekdays, from 8 a.m. to 6 p.m. on Saturdays, and from 10 a.m. to 5 p.m. Sundays.

Dial-A-Ride buses serving Kimber Park, which lies east of Mission Blvd., connect with regular fixed route service on Line 24 at Paseo Padre Parkway and Driscoll Road.

Group schedules March dinner

AC Transit Management Association will hold a dinner meeting March 16 at The Elegant Farmer, Jack London Square.

For this first of its four 1978 meetings, District management personnel have invited Lawrence H. Dahms, executive director of MTC, to be guest speaker.

Former driver, dispatcher Howard V. Dolan dies at 63

Howard V. Dolan, a driver at Newark Division before his retirement in March, 1977, died Jan. 16 at age 63. In retirement, he had been living in the southern California community of Hemet.

Dolan joined AC Transit as a driver at Richmond Division in late 1961, subsequently serving as a dispatcher at the same location from 1963 to 1968. Returning to driving duties, he served for a period of time at Seminary Division before his transfer to Newark.

He is survived by his widow, Marion; and five children: Howard, Jr.; Ronald; Richard; Thomas; and Janice.

Board Actions

(Continued from back page)

- Authorized travel for Acting General Manager to attend APTA Annual Legislative Conference in Washington, D.C., on motion of Director Bettencourt.

MARKETING MESSAGE—New drivers eye District publications and view TV commercials while Marketing Department's Mike Curry describes the public information effort. Instructors also employ question-and-answer periods to communicate the District's transit story.

Indoctrination program

New drivers learn how System works

New AC Transit drivers learn very early in their transit careers how marketing, maintenance and scheduling affect the bus operator's daily routine.

In a day-long Trainee Indoctrination Program, incoming drivers meet face-to-face with transit professionals who are veterans of the various departments.

Old hands from Charter, Claims, Maintenance, Marketing and Schedule departments join the trainees in the calm atmosphere of the classroom. Road supervisors and central dispatchers also participate.

Department functions

Each expert explains what his department accomplishes and how that function affects the bus operator. Each also suggests ways in which operators contribute to the success of other departments.

Marketing's Mike Curry, for example, delivers a lively lecture with a simple central theme: courteous, competent drivers create a positive public transit image.

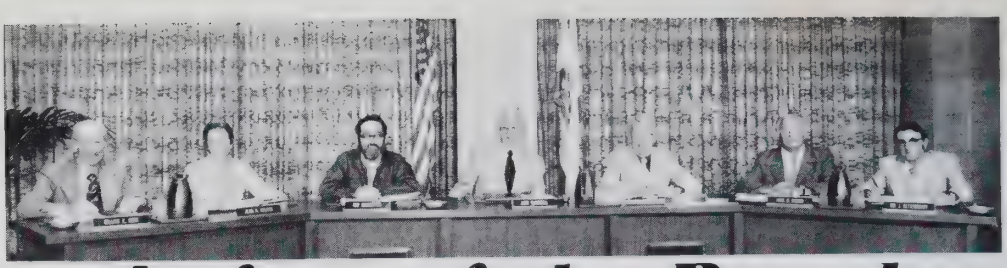
"You are the Number One salespeople we have," Curry tells trainees. "Marketing spearheads a sales effort, but you — the driver — actually sell that passenger on the bus."

Info and advertising

In a well-polished performance, laced with humor and filled with facts, Curry outlines the public information and advertising responsibilities of Marketing Department.

He also describes how observant drivers help tell the transit story by passing on to Marketing tips about co-workers and riders that make entertaining reading in District publications and, sometimes, local newspapers or broadcast media.

In similar fashion, other indoctrination program participants expose new drivers to activities of each department and the cooperative effort which furthers the effectiveness of the District.



Actions of the Board

At an adjourned regular meeting Jan. 25, the Board of Directors:

- Awarded contract for furnishing portable building to Modular Facilities Leasing Company, subject to compliance with specifications, on motion of Director Rinehart.
- Authorized District participation in three sessions of the Bay Area Urban Transit Institute, on motion of Director Rinehart.
- Authorized Acting General Manager to enter into agreement with MTC for Five Year Plan Development Program, on motion of Director Bettencourt.
- Authorized minor re-routing of Line N-F, Fruitvale Avenue-San Francisco Express, on motion of Director Bettencourt.
- Authorized inclusion of Kimber Park area of Fremont in Dial-A-Ride Zone 13, District 2, on motion of Director Bettencourt.

* * *

At an adjourned regular meeting Jan. 28 the Board of Directors:

- Adopted resolution authorizing execution of agreement between the District and Amalgamated Transit Union, Division 192, and granting non-union employees comparable increases in compensation and fringe benefits, on motion of Director Bettencourt.
- Authorized resumption of service beginning Jan. 29, on motion of Director Rinehart.

* * *

Transit-Times

Published monthly by the
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
508 16th St Oakland California 94612
Telephone (415) 654-7878

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J. DALE GOODMAN ..... Transportation Manager
OZRO D. GOULD ..... Claims Manager
JOHN A. KRAJCAR ..... Purchases and Stores Mgr.
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LAWRENCE A. ROSENBERG ..... District Secretary and Administrative Projects Manager
WARREN E. ROBINSON ..... Transportation Engineer
ROBERT J. SHAMOON ..... Personnel Manager

At a regular meeting Feb. 8, the Board of Directors:

- Approved resolution adopting California Environmental Quality Act guidelines, on motion of Director Rinehart.
- Approved adjustment in compensation for Acting General Manager, on motion of Director Rinehart.
- Awarded contract for furnishing shelving materials and equipment to Intra Systems Corporation, subject to compliance with specifications, on motion of Director Bettencourt. *(Continued on page 6)*

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Vol. 26, No. 3 MARCH 1978

Transit-Times

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Coaches get pre-emp device For Concord demonstration project

Our 'Stockholders' Write

This afternoon my husband and I were in a crosswalk on E. 14th Street, one block before Fruitvale Avenue. Two cars had stopped for us, but an AC Transit bus did not even slow up to see why cars had stopped but raced right on through, on the inside lane.

Perhaps your drivers should review the safety laws.

Mrs. William Schwartz
Oakland

(Ed. Note: Your letter has been referred to the Transportation Department for investigation and corrective action, since you included sufficient information to identify the operator.)

* * *

Recently I happened to be a passenger on the bus and was very much impressed with one of your drivers, *Bennie Williams.* His efficiency and his courteous manner to a troubled passenger deserve to be commended.

May God bless him for his patience.

Josephine Immroth
Oakland

* * *

I'm 13-years-old and live in Kimber Park. I often depend on my parents to transport me back and forth from my friend's house since they live quite a bit away from me. I often wish I had the services of Dial-A-Ride instead of depending on my parents for transportation.

I hope you will help me solve my transportation problem.

Robin Bowman
Fremont

(Ed. Note: Effective Feb. 19, Dial-A-Ride Zone 13 was extended to include the Kimber Park area.)

I am a passenger on Dial-A-Ride quite often and think your frequent and reliable service is just great.

All your drivers are very courteous and make every attempt to be especially thoughtful.

I would like to make particular mention of your driver, *Clarence Dunstan,* whose interest and efforts made possible the return of an earring I had lost on his bus.

Anna G. Anthony
Fremont

* * *

The death of Operator *Leo J. Sasges* comes as a great emotional shock to those who knew him. Leo was an institution among the Berkeley-El Cerrito-Richmond bus riding public for his unwavering cheerfulness, professional driving ability, and the sheer longevity of his years behind the wheel. Many passengers depended on his extensive knowledge of AC Transit's routes and schedules.

Leo Sasges was the ideal bus driver. It was my privilege to know him for nearly 20 years (before I was in kindergarten), and during that time I never heard him utter a derogatory comment about anyone.

He will be remembered by his passengers for his constantly positive disposition and his concern for them.

And he will be remembered by this once pesty little kid for his warm smile, his friendly "how 'ya doin', Allan," and most of all I will remember Leo for never being greeted with anything less than genuine enthusiasm when I'd board his coach and say, "When I grow up, I wanna be a bus driver. Show me how."

Allan G. Johnson
School Bus Driver
Acalanes Union High School District

RTA sponsors marketing program

With the award of a $270,000 grant from CALTRANS, the Regional Transit Association of the Bay Area will soon begin a program to create higher public awareness about area public transit.

Each participant in the program is contributing proportionate matching funds to complete financing of the project. In its March 15 meeting, AC Transit's Board of Directors authorized the District's $30,000 share in the funding.

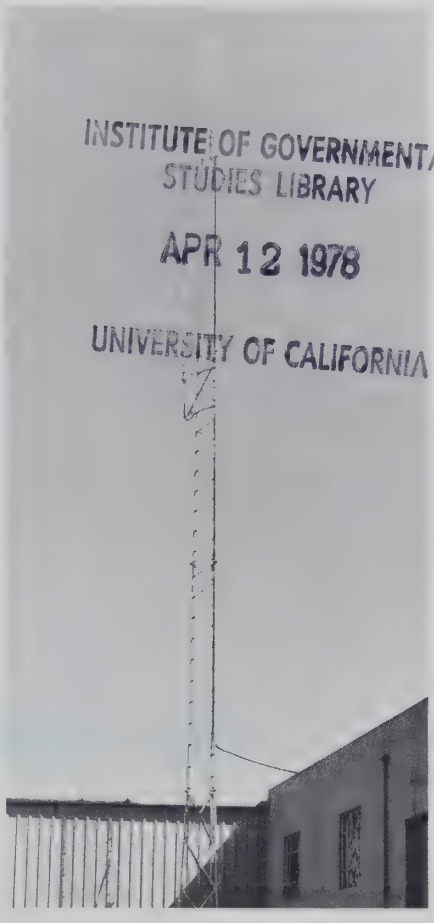
The plan will combine the efforts of AC Transit, BART, Muni, Golden Gate Transit, SamTrans, and Santa Clara Transit in an information campaign expected to reach over four million Bay Area residents. The program is aimed at increasing daily transit ridership, with accompanying benefits in such areas as air quality and energy saving.

It is expected to demonstrate how regional transit agencies can wage an effective media campaign in support of a joint goal — more riders. Improved coordination of effort in other areas is another benefit that project planners anticipate.

Robert E. Nisbet, acting general manager, who serves as RTA chairperson, stated that he viewed the project as "demonstrating how separate transit agencies can work in concert to benefit the community as a whole."

THE COVER — Radio repairman Ed Shelden inspects a traffic control emitter, now installed on some District buses. In conjunction with receivers located at appropriate places in intersections, the bus-top device triggers traffic signals to give approaching buses priority. Designed for test in Concord, the system is intended to give buses green lights and riders faster trips to their destinations with minimal adverse impact on auto traffic. A total of 16 coaches — seven in local city service, nine BART Express buses — will carry the pre-emption devices. This demonstration project, financed by an MTC grant, is the first road test of a transit priority system on heavily-traveled West Coast city streets.

Radio system readied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TALL TOWER — Two antennas on this newly-installed tower, stretching 100 feet above Newark Division, are recent additions to the District's radio net. These antennas provide two-way communication for buses in Fremont/Newark. Similar improvements at Emeryville Division, plus inter-connected transmitters around the Bay, will upgrade communication in other parts of the District's 600-square-mile service area. When the entire improved system is installed — scheduled for year's end — mini-computers will do much of the routine communicating.

Director's impressions

Transit is a varied mix in PRC

(Ed. Note: Roy Nakadegawa, vice president of the Board of Directors, visited the People's Republic of China, where he observed, first-hand, the public transit system. Some of his impressions are presented here.)

Virtually in the shadow of the Great Wall, visitors to the People's Republic of China will find public transportation. In the open countryside designated bus stops are a common sight, since buses are a major mode of transportation in the world's most populous country.

The cities of China present an interesting mix of traffic, particularly during commute-hour congestion. Pedestrians, bicyclists, an occasional automobile, utilitarian vehicles such as tractors, trucks, carts pulled by motorcycles join with the omnipresent buses in a varied blend.

Varied speeds

The different varieties of transit result in a basic problem — the wide range of operating speeds. A solution to the situation has been the construction of separate travelways — the primary street for faster moving vehicles, an intermediate travelway for bicycles and carts and a third for pedestrians.

Because residents of China's cities often live at or near their place of employment, they seldom make cross-city or intercity trips.

Traffic seems to move with relative ease — in part, because of the short nature of most trips.

Traffic flow in the cities, such as Peking, the capital, is regulated by signal lights we would find familiar, but they are not synchronized or computerized. Signals are operated by that most versatile of all controllers: a human being, usually stationed in a booth 12 feet above the street to observe and manage traffic.

In Peking, main line transit service is provided by articulated diesel-powered buses and articulated electric trolley coaches. These are usually manned by an operator and two conductors, and are generally packed with passengers.

Single-unit buses in assorted shapes and sizes also are plentiful. Many have coach-like trailers attached at the rear by elaborate protective hitches. The wide variety of buses are turned out by several different factories, although the articulated coaches operating are produced by six major manufacturers.

Subway expansion

Street cars are a rarity in most of the cities, with subways currently being introduced or expanding. Peking's single-line subway, for example, is being extended and supplemented with branch lines.

Street lane markings seem to be advisory. If there is a need to use more than half the street to move traffic during peak hours, more than half the street will be used.

On the streets of China's cities and in the countryside, an individual motorist in a vehicle which is not hauling other people or goods is a rarity.

Vehicle operators are repairmen, too. They can be seen performing emergency service out on the road.

China's drivers seem conservation-minded, using the highest gear possible, short of lugging the engine, to save fuel. Occasionally, they will turn off the ignition and coast with the transmission in neutral.

Bicycles, which cost the equivalent of $90 or about 35 percent of the average working man's annual income, seem to be the common man's vehicle in China, with practically every family owning one.

Roy Nakadegawa

Differences exist, but China and the U.S. share the concern of providing transit for the people.

QUICK AND CLEAN — Time-conscious commuters of 1903 were pleased with the promise of a 35-minute train-ferry run from University Ave., Berkeley, to San Francisco. They rode to the ferry pier in electric-powered trains like this.

75th anniversary

East Bay gets first electric trains

This year marks the 75th anniversary of the introduction to East Bay commuters of electric-powered rapid transit.

The initial run of the San Francisco, Oakland and San Jose Railway carried a load of prominent citizens from Berkeley to the new Key Pier, where they boarded the Ferry Yerba Buena for San Francisco. It was Oct. 26, 1903.

The date was not noted with celebration at rival Southern Pacific, however. The speedy non-polluting electric trains with the distinctive, orange-painted wood cars were in direct competition with the SP's old, smoke-belching steam-powered trains which served ferry piers in Oakland and Alameda.

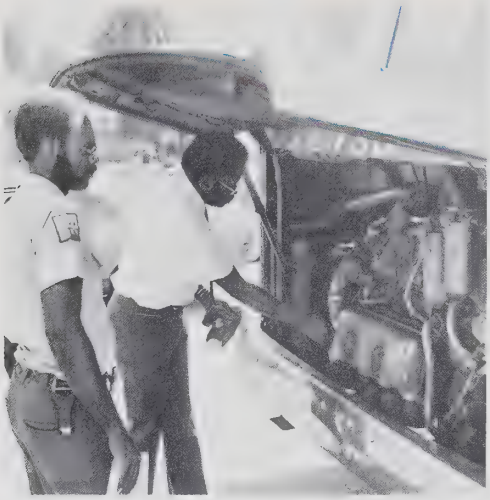
Other lines established in 1904, 1906, 1908, and 1911 added service and rolling stock until, by 1912, there were 91 of the unusual wooden coaches carrying passengers.

When the transportation empire of the line's founder — the fabled Francis Marion "Borax" Smith — toppled in 1913, however, the era of the area's first electric trains seemed destined to end. But after a decade of operating under the clouds of bankruptcy and receivership, the line was taken over by Key System Transit Company.

The orange cars continued to be a familiar sight on East Bay streets for many years afterwards.

PIEDMONT LINE — The San Francisco, Oakland and San Jose Railway's second train-to-ferry line was the Piedmont Line, operating out of the Piedmont Station (front view, inset, facing Piedmont Ave. and back view, behind train, larger photo). Leaving the station, trains ran along 40th St. to San Pablo, then joined the main Berkeley line to the ferry pier.

Road supervisors are on-the



HELPING HAND — Sylvester Mosley rushed to the scene when operator Melvin Matthews reported his engine would not start. Mechanical problems prompt rapid reactions from supervisors, who must order buses rerouted or replaced to maintain service. When instant on-the-scene efforts fail to correct the problem, the supervisor calls for maintenance men and a replacement vehicle.

Emergencies are an everyday occurrence to Transportation Department road supervisors — just something they take in stride.

Forty-two transit veterans earned the title and have front-line responsibility for all on-road operations.

Unusual incidents occupy much of their time: detours around fires or street construction, sudden transit demand at sports or theatrical events, even medical emergencies — such as assisting in the unexpected birth of babies.

More often, their time is occupied with the seemingly mundane things that make this transit system function smoothly.

They keep buses on — not ahead of or behind — schedule.

They also monitor bus drivers' habits behind the wheel — making sure they adhere to rules and regulations, discussing driving mistakes and appropriate corrective actions.

INSTANT ASSISTANCE — Veteran Supervisor Homer Metzger readily comes up with answers when drivers raise questions while on the road. All supervisors keep operators up to date on any adjustments in assigned routes or schedules. Also they pass along constructive critiques to help operators hone their driving skills.

THE ANSWER MAN — An inquiring traveler gets directions from Eugene Cota. While much of a supervisor's working day is spent in well-equipped cars helping bus drivers maintain scheduled service, he also finds time to assist transit patrons having problems.

-scene when problems occur

"It's a very demanding job," according to Chief Supervisor Biff Williams. "We often feel like the man in the middle — and the challenge is to work out problems leaving everyone involved satisfied."

The problems vary — from delivering spare transfers to seeing that disabled coaches are replaced promptly — and the supervisors are well equipped to handle them.

Their cars (and, sometimes, their memories) carry maps and complete synopses of every AC Transit bus line, schedule and fare. They carry spare forms, signs and transfers, simple tools, virtually everything that might be demanded unexpectedly.

Each and every supervisor also is trained to be intimately familiar with operations throughout the 600-square-mile service area. Each one can (and often does) assume supervision duties in virtually every section of the District's operation.

ON THE ROAD — Central Dispatcher Marvin Hancock (above) shares with other veteran supervisors responsibility for providing the instant radio communications vital to successful transit operations. Transportation Supervisor James Jeffries (below) helps a driver contend with heavy traffic at 14th and Broadway, the busy intersection traversed by most of the 30 bus lines serving downtown Oakland. At this intersection, supervisors on foot keep an eye on transit ridership and monitor adherence to schedules.

PROBLEM PARADE — St. Patrick's Day and thousands parading in downtown Oakland. Gerald Pearce and a dozen fellow supervisors went into action, keeping buses on the move around the long column of celebrants. Supervisors routinely monitor transit routes and order temporary detours around unexpected obstacles.

Line consolidation goes into effect

Lines along the East 14th St. - Mission Blvd. corridor between Oakland and Hayward will be consolidated to provide more uniform local service as of April 2.

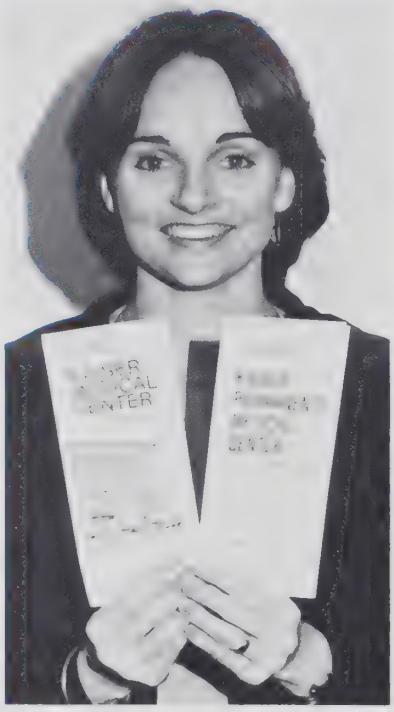
Line 82 - Oakland - San Leandro - Hayward will continue direct service between downtown Oakland and Hayward, replacing Line 80-81 service in Oakland, and will assume service between the San Leandro and Hayward BART stations previously provided by Line 60.

Lines 83 & 83A - East 14th St. - West Oakland will continue direct service between downtown and, respectively, Sobrante Park and Brookfield Village.

Line 83B will continue service from Brookfield Village to 90th Ave. and MacArthur Blvd. during weekday commute periods only; and will provide midday local connector service between 90th Ave./MacArthur Blvd. and 98th Ave./East 14th St. only.

Lines 80 & 81 will operate between the Hayward and San Leandro BART stations, with 80 routed via Castro Valley Blvd. and MacArthur Blvd. and 81, via Hesperian Blvd. and the San Lorenzo area.

Line 55A will provide service to Adams Industrial Park previously provided by Line 60.



TRAVELERS' AIDS—Marketing Department's Sharon Rodriguez has latest additions to growing family of "Bus Service for . . ." brochures made available to heavily-visited facilities. Ten thousand for Kaiser's Oakland hospital give details of service to the facility; 2,500 give similar data to visitors at Kaiser/Richmond.

Driver L. J. Sasges, Retiree A. P. Spann Meet deaths in March

Leo J. Sasges, 57, a driver at Richmond Division who had qualified last year for his 25-year safe driving award, died March 4 at his home in Pinole. Cause of death was a heart attack.

Sasges had been an operator at Richmond Division since 1951. At the time he received his quarter-century safe driving award, it was noted that, in 26 years, he had missed work only once because of illness.

Funeral services were March 8 at St. Joseph's Church, Pinole.

He is survived by his widow, Montry, and two children: a daughter, Judy, and a son, John.

Alfred P. Spann, 66, who retired as a driver at Seminary Division in 1974, died March 1, while hospitalized.

Funeral services and burial took place in Hayward, where Spann made his home.

Spann's employment dated from 1952, and he served at Seminary Division until his retirement.

He is survived by his widow, Lois; two children, Frank Spann and Lois Ferrera; and four grandchildren.

New Employees

AC Transit welcomes these new workers

Ben L. Aguilar
Transportation
Seminary

Cyril G. Caton
Transportation
Seminary

Willie G. Chong
Transportation
Seminary

Gladys Cooks
Transportation
Emeryville

Clifford J. Daniels
Transportation
Seminary

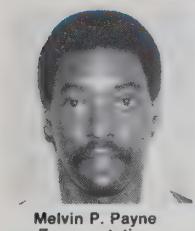
Larry D. Hampton
Transportation
Seminary

Brenda Hughes
Transportation
Emeryville

Charles W. Jackson
Transportation
Emeryville

Patricia Lane
Transportation
Richmond

Ernest L. Montgomery
Transportation
Richmond



Melvin P. Payne
Transportation
Seminary

Jewell Price
Transportation
Richmond

Angelo Primas
Transporation
Richmond

Robert E. Smith
Transportation
Emeryville

Hugh R. Soto
Transportation
Seminary

Curtis M. Vivian
Transportation
Emeryville

CALTRANS parking facility opens for riders

PARK 'N' RIDE — Acting General Manager Robert E. Nisbet voiced welcoming remarks, helped cut ribbon at mid-March opening of CALTRANS' Oakland "Park-And-Ride" facility. Located under the MacArthur Freeway at Fruitvale Ave., the 160 spaces — plus 20 for bicycles — are available free-of-charge to bus-riding commuters and car-pool members. In cooperation with CALTRANS, AC Transit Line N-F-MacArthur Express buses now provide direct commute-hour service between the facility and the Transbay Transit Terminal in San Francisco.

Line N-F serves Park/Ride

Bus patrons and carpool commuters are making use of the new CALTRANS Park and Ride facility which opened March 15.

Line N-F commute-hour only express buses stop on Montana Street at Fruitvale Avenue — across the street from the new 160-space parking facility — during the San Francisco-bound morning trips.

On return trips in the weekday afternoon, the buses stop at "Park and Ride" on Fruitvale Avenue under the MacArthur Freeway overpass before continuing on the regular route.

Similar facilities are planned by CALTRANS in Marin County and Los Angeles.

Opening day festivities were coordinated by the Dimond Merchants Association.

Directors, management To attend April APTA Convention in Canada

Five directors and five from management will attend the APTA Western Conference in Calgary, Alberta, Canada, April 16-20

Board members scheduled to attend are President John McDonnell, Paul B. Godkin, Ray Rinehart, William E. Berk, and Jean A. Holmes. Representing management will be Robert E. Nisbet, acting general manager; J. Dale Goodman, transportation manager; Anthony R. Lucchesi, maintenance manager; Warren E. Robinson, transportation engineer; and Robert J. Shamoon, personnel manager.

SURVEY SUBJECT — In the District's ongoing program to select equipment to meet particular needs of different service areas, this 17-passenger, air-conditioned Mercedes-Benz coach was road-tested this month in Eastern Contra Costa County. Riders are returning survey cards with comments on the 19 1/2-foot coach's noise level, riding quality, seating comfort, leg room, and boarding/disembarking convenience. During the same period, Tri Delta Transit passengers also were being surveyed in regard to the 25-passenger Minibus which AC Transit currently uses in some other suburban areas.

Retirement round-up

Years of transit service total 94

Charles R. Bosted, Jr., is retiring April 1 with the distinction of having top seniority among the District's 1,463 drivers and of being the first operator to qualify for a 28-year safe driving award.

Bosted has completed 41 years behind a wheel, including two years of piloting Navy vehicles over coral-surfaced roads in the South Pacific.

His period of employment, plus that of his late father, who joined Key System in 1918, adds up to 75 years of Bosted family service to public transportation.

In retirement, Bosted hopes to find more time for a favorite pastime, fishing, and may turn his talents more toward art and wood-working. He and wife Maxine plan to stay in the Alameda home which they've occupied since 1941.

The Bosteds have one daughter, Patricia Vaughn, and three grandsons, Aaron, 17; Robert, 11; and K.C., 2. A post-retirement "present" they're anticipating is a fourth grandchild, due in June.

In the first months of his retirement, *Roy W. Williams, Jr.,* is clearly reveling in the novel experience of being free of work-a-day schedules and responsibilities.

His retirement February 1 ended a 23-year career as a driver which began when he joined Key System in 1955. Before that he had had a decade of experience in driving trucks and buses in a Civil Service position.

Williams' entire period of employment was at Emeryville Division. This included a dozen years on the same Alameda-San Francisco run.

His leisure interests are wide-ranging: golf, motorcycling, travel, and "standing on the corner whistling at girls." He looks forward to many years of enjoying such pastimes, since there's a family precedent in longevity: his father is 95.

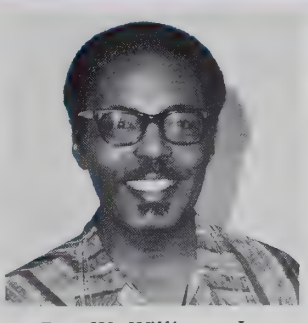
Williams is the father of eight (four sons, four daughters) and the grandfather of three, including a grandson who is the fourth in the family to be named Roy.

A switch from looking after buses to looking after a 20-unit apartment house is the retirement plan of *Clifton F. Teague,* who completed 30 years of service as a mechanic at Emeryville Division. His retirement was official on March 1.

Teague joined Key System in 1946 after a previous seven-year period as a pipefitter's-helper for Standard Oil. He spent about a year cleaning and fueling coaches before moving up to mechanic, proving his adaptability by working swing shift for 17 years, graveyard shift for 2 years, then re-adjusting to day shift.

In retirement, Teague and wife Donna plan to remain in the San Leandro apartment where they've lived for 13 years. The couple has two grown sons, Donald and Bobby, and two grand-children: Jana Louise, 14 months, and Bobby, 9.

Charles R. Bosted, Jr.



Roy W. Williams, Jr.

Clifton F. Teague

Actions of the Board

At an adjourned regular meeting Feb. 22, the Board of Directors:

- Rejected all bids received for furnishing fluorescent lamps in conjunction with RTA joint procurement of automotive lamps and awarded contract to Universal Coach Parts for furnishing miniature and sealed beam lamps, on motion of Director Rinehart.
- Authorized travel for Board members and five management executives to attend APTA Western Conference in Calgary, Alberta, Canada, April 16-20, on motion of Director Rinehart.
- Approved nominating the late Alan L. Bingham and the people of Fremont-Newark for recognition through the MTC Awards Program, on motion of Director Nakadegawa.
- Authorized continuation of services of legislative representative, on motion of Director Rinehart.
- Authorized consolidation of Lines 80-82, Oakland-Hayward Express; Line 83, East 14th St.; and Line 60, East 14th St. - Mission Blvd, on motion of Director Bettencourt.

Transit-Times

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Divisions achieve monthly safe-driving goal

Drivers at all divisions achieved the monthly safe driving goal during February, setting a District-wide average of 14,911 miles between accidents. The goal is 13,250 miles per chargeable accident.

Newark Division drivers bettered the mark by a comfortable margin, averaging 23,962 miles between mishaps. Seminary Division averaged 14,988.

Operators at Emeryville Division drove 14,152 miles per accident; drivers at Richmond Division averaged 13,309 miles.

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Vol. 20, No. 10 APRIL 1978

Transit-Times

French bus gets Road testing

Our 'Stockholders' Write

I wanted to express my deep appreciation for the kindness and courtesy exhibited by one of your supervisorial employees, *Charles Dunn,* who was stationed at the Oakland Coliseum after a Warrior's game last month.

My son is handicapped. I took him to the game on AC Transit from San Francisco, and after the game I lost him in the large crowd.

Mr. Dunn was extremely kind, courteous, and very helpful to me. He contacted the security guards, and they instituted a search. Fortunately, my son was found in the nurse's office.

Since we had missed our San Francisco express, he gave us a ride to the bus line.

William A. Healy
San Francisco

* * *

I have long enjoyed using AC Transit. And on the rainy morning when I left my purse on the bus, three employees were especially considerate and helpful: the switchboard operator who traced the bus; *J. J. Mullen,* the supervisor who paged the bus driver; and *R. H. Barnhill,* the driver who found and returned my purse.

A foolish mistake on my part led to a confirmation of my good opinion of AC Transit personnel's courtesy and thoughtfulness. I thank you all.

Irene Heller
Berkeley

* * *

This is a note to commend one of your drivers *(Leonard D. Morrow).* He was courteous, considerate, helpful and an excellent, safe driver. He is outstanding.

Tessie L. Loewenstein
San Leandro

Yesterday I waited at the corner of Chatham and Beaumont for a bus home from work. I looked up from my bus schedule to see a bus approaching, and as I waited for him to stop he accelerated and began to drive on by. I shouted and waited for him to stop, but he continued on without stopping.

Please let your drivers know that just because a person is reading (waiting for buses can be pretty tedious) the driver should not assume that the person does not want their bus. They should at least stop and find out!

It is a shame for a few thoughtless individuals to tarnish your otherwise excellent reputation.

Diana M. Fletcher
Oakland

(Ed. Note: We sincerely regret the occurrence of this incident, which has been referred to the Transportation Department for investigation and corrective action.)

* * *

Riding on the bus one day,
I saw many people on their way:
A young mother, with a child,
A blond youth, his long hair wild.
A man with a cane finds a front seat,
An elderly couple, dressed so neat.
A gray-haired man with steps so slow,
I wonder where all these people go?
The bus driver is nice and polite,
Driving carefully, watching the light.
He gives directions, collects the fare,
I feel safe with him there.
His job is a job well done,
Here comes my bus, I must run!

Sylvia Klass
Oakland

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Board hears of Jarvis-Gann effects

Passage of the Jarvis-Gann tax initiative would have "severe" effects on AC Transit, according to Robert E. Nisbet, acting general manager.

Nisbet, in a report to the Board of Directors April 26, stated that the ballot proposition's approval on June 6 could require an 80 percent reduction in bus service.

In outlining the effects of Jarvis-Gann, Nisbet said the anticipated $60 million in District revenue in 1978-79 could be slashed by $39 million — up to $23 million from property tax alone.

Nisbet pointed out that not only would local property tax be cut, but an additional $16 million in matching funds from federal and state sources would be affected because of the requirement of "maintenance of local effort," which he identified as property tax revenues.

The Jarvis-Gann initiative's provisions do not identify where and how revenues would be distributed from the one percent maximum tax levy, Nisbet said.

Proportionate share?

"Whether or not AC Transit would get its proportionate share is questionable in light of the fact that other public activities relying heavily on property taxes, such as police, fire, and schools will be seeking funds out of the same one percent," he stated.

Should the transit system get its proportionate share of one percent, it would only amount to $5 million for District 1 (San Pablo and Richmond on the north, to the south Hayward city limits) and $525,000 for District 2 (Fremont and Newark). This would be a reduction from the estimated $23 million in tax revenues projected if the Jarvis-Gann initiative does not pass.

Nisbet told the board of directors, "The only property tax that the District would be assured of would be approximately $1.2 million to continue to pay principal and interest on the outstanding bonds of the District."

He also indicated passage of the tax initiative would result in "drastic increases in fares, wholesale curtailment of service and a major reduction in work forces."

Nisbet stated, "Serious consideration would have to be given to abandonment of all transbay service (to and from San Francisco), all night service and all Saturday and Sunday service." Service during weekdays would have to be cut to a bare minimum, he said, and fares on local service would at least have to double.

Nisbet said also that the District has no assurance additional revenues would be provided by state or federal sources.

1958 fares can't meet 1978 costs: adjustments likely

East Bay bus riders have paid a 25-cent basic local fare since 1958 — two years before AC Transit took over operations from the Key System.

Now, skyrocketing operating costs have necessitated the District's consideration of higher local and transbay fares.

At a board meeting April 12, Acting General Manager Robert E. Nisbet gave District Directors a second reason for considering fare increases — a relatively recent state law which says one-third of transit operating expenses must be recovered from the fare box.

In addition to raising the possibility of fare adjustments, Nisbet also reported that Directors can anticipate a $17.5 million unfunded deficit in the coming fiscal year, regardless of the outcome of current ballot propositions (see story above).

Much of that deficit should be defrayed by federal and state operating assistance, but the fare box will have to cover its share of the cost, Nisbet said.

He told Directors that an operating estimate of $64 million in fiscal 1978-79 is based on "the level of service that the District now provides and should continue to provide for a public which is turning to transit in increasing numbers."

Space-age bumper

ABSORBING SUBJECT—This new low-maintenance bus bumper will be undergoing lengthy evaluation on the streets of the East Bay. Made primarily of plastics, the bumper is designed to survive low-speed impacts with no permanent damage. According to the manufacturer, the plastic outer shell and foam core return to their original shape after any contact at speeds of up to ten miles an hour. This bumper, produced by Energy Absorbing Systems, Inc., of Chicago, is scheduled for road tests through the month of July.

Let it rain or blow, More riders will be Covered by shelters

Additional weather protection for Oakland bus riders will be provided by the installation of 30 new bus shelters authorized by the Board of Directors this month.

City officials and District planners agreed upon 30 heavily-used bus stops — eleven in east Oakland, seven in west Oakland, six in north Oakland, five downtown and one in Montclair — to receive the shelters.

Most of the estimated $111,600 purchase and installation cost would be covered by a federal grant of Urban Aid funds earmarked for the City of Oakland. AC Transit would provide $18,792 in matching funds and labor.

The District will be seeking bids as soon as state CALTRANS officials approve the project. The shelters should be in place and serving bus riders by the end of this year.

THE COVER — AC Transit riders will be judging the features of a new French bus during the month of May. Renault's "Berliet PR 100" is an intermediate-size bus newly developed for the world's transit systems. It's 35 feet long, weighs 16,400 pounds and has 41 fabric-covered seats. The carpeted floor is 25 inches above the pavement — about eight inches lower than floors in standard American-made buses. This prototype has a six-cylinder diesel engine, automatic transmission, power steering, air brakes and a combination air bag/steel spring suspension. As part of the District's continuing program of evaluating developments in transit technology, this bus will be scheduled for regular East Bay service May 1 through May 31. Riders on various neighborhood lines will be asked to comment via survey cards on its passenger comfort and convenience.

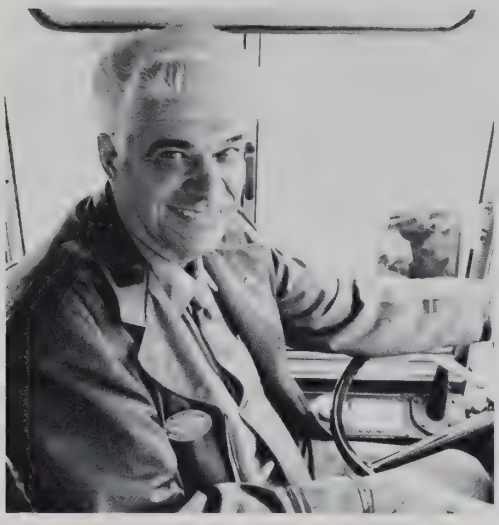
Service adjustments made In response to changing Passenger use patterns

Service adjustments were made this month on two lines, reflecting changing patronage patterns.

Eliminated because of lack of patronage were two afternoon bus trips on Line 92 between the Hayward BART station and Southland Shopping Center — the 4:40 p.m. weekday run from BART to Southland and the 5 p.m. schooldays-only run from Southland to BART.

Added on Line L is an extra afternoon trip from San Francisco to East Bay.

This additional transbay run departs from the Transit Terminal at 6 p.m. weekdays, arriving at Appian Way and Santa Rita Road, El Sobrante, 51 minutes later.



SAFE DRIVER — Manuel P. Garcez, a Key System/ AC Transit employee for 34 years, was honored for a 25-year record of safe driving in a ceremony March 28 at Seminary Division. He became the District's 25th recipient of the award. Garcez' transit career began in 1944 when he became a street car operator. Switching to buses in 1947, he compiled an outstanding safety record while transporting some 2 1/2-million passengers 1,131,000 total miles. Members of Garcez' family, including wife Virginia and sons Randy and Jerry, took part in the safety award celebration. The couple has a third son, James, and three grandchildren. The family lives in Oakland.

Cut-down buses tried In East Contra Costa

The comfort and convenience qualities of two cut-down coaches road-tested on Tri Delta Transit Lines 380, 381, and 382 this month received overall favorable ratings from passengers surveyed.

The 18-passenger models evolved from standard 35-foot General Motors coaches which District maintenance men trimmed six feet in length. The cut-down coaches retain the heavy-duty features of the standard bus, but have such added amenities as carpeted floors and ceilings, bucket-type seats, and a package rack for use by shoppers.

Commercials win award

AC Transit has received an Award of Merit from the East Bay Advertising and Marketing Association for television commercials in 1977.

The recognition was given March 28 for commercials featuring Oakland Raider All-Pro Linebacker Phil Villipiano and his on-the-street interviews with regular riders.

The award-winning commercial is one of a series of 30-second spots now showing on Bay Area stations. It was produced by the District's advertising agency, Steedman, Cooper & Busse, as part of an over-all marketing program aimed at increasing ridership.

BIRTHDAY BUS — City of Berkeley's April centennial celebration was noted by the District via this mobile greeting card. The "coach with candles" was driven by Operator David Scott in the April 8 parade which high-lighted the city's one-week 100th anniversary celebration. Afterwards, it continued to carry its greeting in service on regular routes in Berkeley.

Twelfth season ahead for Fun Tours

During "Sunshine Tours," bus riders will become tourists to such locations as Sunset Magazine's showplace headquarters/gardens (left); Anheuser-Busch Brewery (below); and historic Muir House (bottom). Tours begin June 10.

Six new destinations have been added to this season's list of "Sunshine Tours," whose twelfth season opens June 10 and concludes September 1.

A total of 20 AC Transit coach tours to 34 highly varied destinations — from historic sites to amusement parks — is on this year's schedule. Cost of the tours, all of which depart from Jack London Square, range from $8 to $16 for adults and from $6 to $14 for children. Excursions are being offered seven days a week during the 83-day season, with the exception of July 4.

New destinations to be offered this year are Busch Brewery/Rio Vista Railroad Museum; Del Valle Reservoir/Concannon Winery; Muir Woods/Marin French Cheese Company; Beaulieu Vineyards/Calistoga Steam Train; Jamestown Sierra Railroad; and Eastridge Shopping Center/Egyptian Museum.

Popular tours from previous seasons being offered again include such fun sites as Great America, Frontier Village, and Marine World; historic locations such as Sutter's Fort, Columbia State Park; and Fort Point; and favored tourist attractions such as Winchester House, Sunset Magazine, and Point Reyes.

An informational brochure with tour dates and prices is now in preparation.

In previous years, tours have proven to be particularly appealing to those without private transportation and to those simply wishing to avoid traffic and parking hassles at much-visited sites.

Last year, 3,161 tour passengers, of which about 90% were adults, took part in 104 excursions during an 83-day season.

Transit Time-Capsule

Noted "lasts" in Bay Rail scene occurred In 1941, 1948, 1958

If a "Book of Lasts" were written about the East Bay, the years 1941, 1948, and 1958 surely would be included. Each marked the phasing-out of a form of rail transit.

Commuters of 1941 said farewell to Southern Pacific's "Red Trains" (such as the one making its last run on Berkeley's Shattuck Avenue line, below). In 1948, riders waved to the last streetcar as it went to its reward wearing a "Cemetery" head-sign (left). A decade later, passengers witnessed the close-out of Key System's transbay train service (represented, above, by an F train making one of the last trips to Berkeley).

Virginia B. Dennison

"Selling" System was second career

With her official retirement as Marketing Manager on April 1, Virginia B. Dennison completed the second of two active careers.

After a more-than-two-decades career in newspaper journalism that would provide enough variety and color to satisfy a script writer, Mrs. Dennison began, in 1960, a second career devoted to helping forge AC Transit's image as a dynamic, "people-oriented" system.

New techniques

In so doing, she became the first woman management executive in the public transit industry and also helped pioneer certain transit marketing techniques later adopted by other U.S. transit systems.

While all this was going on, she managed also to maintain (and extensively remodel) her long-time home in Orinda and to share a family life with husband Keith — now retired after a 43-year career as an Oakland Tribune photographer — and their two daughters: Sally, 26, now a teacher in Oregon; and Jenny, 20, a UC student.

Her AC Transit career began with an assignment from Alan L. Bingham, then Public Information and Advertising Manager, to research, write, and round up photos for a booklet on the history of East Bay transit. Her initial part-time status was, she says, short-lived: a month after taking on the history project, she assumed the full-time duties of assisting Bingham in promoting the fledgling transit district.

Their marketing teamwork produced a concept — new to public transit at the time — of actively and vigorously promoting ridership: through multi-media advertising, through door-to-door information campaigns, through a PBX information program, through a flow of human interest, District-oriented features supplied to the press, through imaginative participation in public events, through encouragement of public interest in transit — present and past.

More responsibilities

With Bingham's appointment to the General Manager post in 1967, Mrs. Dennison assumed increased responsibilities. For many years her duties included editing Transit Times, started by Bingham in 1958 to promote formation of the District and later broadened in scope to become a vehicle for informing the public, legislators, others in the transit industry, and employees about District operations and activities.

In early 1970, she became Public Information Manager. Of her tenure in this position (re-designated Marketing Manager in 1977), she says she is proudest of "our overall job of giving information to the people about the system that is theirs, that they own."

The heavy responsibilities inherent in the job were lightened, she states, because of "the great working relationship" with others within the organization who were "very supportive."

In breaking new ground as a female executive in a male-dominated industry, she was aided, too, by the knowledge that her departmental programs — based on a highly pragmatic marketing philosophy — "had the complete backing of the General Manager."

Transit "pros" begin leisure lives

The rule of never disconnecting a customer might, on occasion, have been harder to adhere to during 22 years as a PBX information clerk if Otha Guiles hadn't liked people so much.

As it was, she deftly fielded, over the years, all kinds of questions from people of all ages — in many cases "upset and unhappy" people — developing, she says, a particular "understanding of children and the very elderly."

Otha Guiles

Appropriately, a comic trophy presented by fellow workers was decorated with the type of headset in use when she began work at Emeryville Division in 1956.

In retirement, she's "going to do nothing, slowly" but also looks forward to a 20-day trip by car this summer to points including Yellowstone and Canada. More travel plans may evolve when husband Chester retires next year.

Her family also includes a stepson, James Guiles, and his two daughters: Laurie Ann, 7, and Jeannie Lynn, 5.

After 39 busy years as a road supervisor in Transportation Department, Art Noorda is anticipating a life of leisure on the golf course.

Noorda joined Key System in 1939 and was appointed a road supervisor in 1942.

Arthur D. Noorda

In the years since then, he says, he's performed virtually every supervising assignment while working his way to the top of the seniority list — a position he held several years.

"I just never had a desire for one of those inside jobs," Noorda says. "I always liked the freedom on the road."

Retiring as of April 1, he says he'll divide his time between chores around his San Leandro home, which he shares with his wife, Beatrice, and his favorite hobby.

"Don't bother me," Noorda says these days. "I'm doing golfing."

When *Helen Bailey*, then a piano teacher, patriotically responded to a World War II call for transit workers, she little realized that it would be a permanent career switch. As of her April 1 retirement from Transportation Department, however, she had completed 35 years of clerical/secretarial service, including 20 years as secretary for the Amalgamated Transit Union.

Her leisure time is already crammed with club, church, and recreational activities (including performing some Hawaiian-style dancing), but she has

(continued on page 10)

Death claims 2 employees, 3 pensioners

Two System employees and three retirees died in recent weeks.

Norman C. Williams, 40, supervisor of schedules, General Office, died April 14 in Franklin, Maine. He had suffered from cancer.

A resident of San Francisco, Williams had been with AC Transit for 15 years. Initial clerical/secretarial positions led to advancement to schedule analyst in 1965, then to assistant to the supervisor of schedules in 1970. His promotion to supervisor of schedules came in 1973.

He is survived by his parents, Mr. and Mrs. David E. Williams.

Myrel N. Reed, 59, a transportation supervisor, Emeryville Division, died of a heart attack April 15 while vacationing in Wyoming. He joined AC Transit in 1965 as a driver, became a dispatcher in 1969, then a transportation supervisor in 1971.

A resident of Livermore, Reed is survived by his widow, Dorothy, and two children, Joneen and Maribeth.

Three retirees, whose combined periods of service in transit numbered more than 106 years, died in March.

Albert Fornaca, a retired Key System electrician, died in Oakland March 12 — one day after his 86th birthday.

A resident of Berkeley, Fornaca had completed 36 years of service at the time of his retirement in 1957. He was a native of Italy.

Survivors include a step-son, Earl E. Buchanan.

Conrad F. Peterson, 75, who retired as an AC Transit mechanic leadman at Seminary Division in 1973, died in Oakland March 23. His period of employment, which dated from 1943, totaled nearly 30 years.

He is survived by his window, Ann, and a daughter, Jerane Sneider.

Ettore C. Peretti, 90, died March 29 in Oakland. When he retired as a Key System engineering foreman in 1954, he had completed 41 years of transit service.

Peretti's widow, Virginia, survives.

Retirees tell plans for leisure years ahead

(continued from page 9)

cleared her schedule for a weeks-long automobile trip to the southern U.S. which she and husband *Lou Bailey* (formerly a supervisor in Charter Department) plan to begin next month. She looks forward also to spending time with the family at the Baileys' place at Lake Berryessa.

In the Baileys' case, it's a joint family: her son, Sheridan Dickey, and granchildren Joshua, 7; Megan, 5; and Aaron, 3; and Lou's sons, Darrell and David Bailey, his daughter Lorraine Cottile, and grandchildren Clark, 13; and Monica, 4.

Lou's is a disability retirement, stemming from a 1977 heart attack which brought his 24-year transit career to a close. He had been a driver and union official before moving to Charter Department, where he worked 10 years. His period as a union officer (four years as business agent, a year as president of Local 192) are marked in his mind by two events: the organization of clerical personnel and the prevention of a mid-60's strike by submission to arbitration.

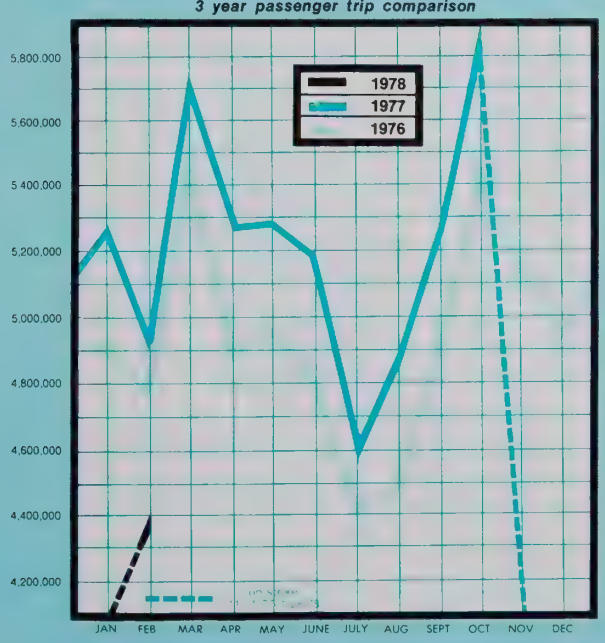
Louis Bailey - Helen Bailey

February Report

Passenger Trips	Feb., 1978	Feb., 1977%	Change
East Bay	3,133,308	3,536,726	-11.4
Transbay	989,414	1,094,695	-9.6
Fremont/Newark	91,485	97,694	-6.4
Contract Services:			
BART	111,242	93,953	18.4
Concord	41,578	48,369	-14.0
Pleasant Hill	9,811	10,980	-10.6
Moraga/Orinda	9,908	9,976	-.7
Pittsburg/Antioch/ Brentwood*	13,054	—	—
Total	4,399,800	4,892,393	-10.1
Fare Revenue			
East Bay	$581,885	$680,576	-14.5
Transbay	513,806	569,895	-9.8
Fremont/Newark	17,171	18,279	-6.1
Contract Services:			
BART	—	30,117	-100.0
Concord	7,244	8,352	-13.3
Pleasant Hill	1,293	1,496	-13.6
Moraga/Orinda	1,657	1,627	1.8
Pittsburg/Antioch/ Brentwood*	266	—	—
Total	$1,123,322	$1,310,342	-14.3
Service Miles			
East Bay	1,290,695	1,293,599	-.2
Transbay	717,798	725,174	-1.0
Fremont/Newark	116,765	106,775	9.4
Contract Services:			
BART	128,485	123,842	3.7
Concord	42,149	40,162	4.9
Pleasant Hill	9,440	9,430	.1
Moraga/Orinda	15,072	13,623	10.6
Pittsburg/Antioch/ Brentwood*	30,428	—	—
Total	2,350,832	2,312,605	1.7

*Contract service in Pittsburg/Antioch/Brentwood inaugurated June 6, 1977.

3 year passenger trip comparison



Actions of the Board

At an adjourned regular meeting March 15, the Board of Directors:

- Authorized travel for two District representatives who attended the UMTA Civil Rights Workshop in Washington, D.C., March 13-14, on motion of Director Nakadegawa.
- Authorized travel for one District representative to attend meetings of the APTA Transit Security Committee, on motion of Director Rinehart.
- Authorized participation in the Regional Integrated Public Information Demonstration Program, on motion of Director Holmes.

* * *

At an adjourned regular meeting March 29, the Board of Directors:

- Authorized General Manager to participate in RTA joint procurement of oil seals, batteries, and bearings, on motion of Director Rinehart.
- Adopted resolution authorizing filing of application with MTC for Transportation Development Act funds for Fiscal Year 1978-79, on motion of Director Bettencourt.
- Approved amended job description for position of General Manager and payment of travel expenses for final candidates, on motion of Director Berk.
- Approved starting salary range for the position of General Manager, on motion of Director Berk.
- Authorized General Manager to lease more office space in the Latham Square Building, on motion of Director Berk.
- Authorized extension of Line 29 - Newark to BART/Union City on Saturdays, on motion of Director Bettencourt.

Transit-Times

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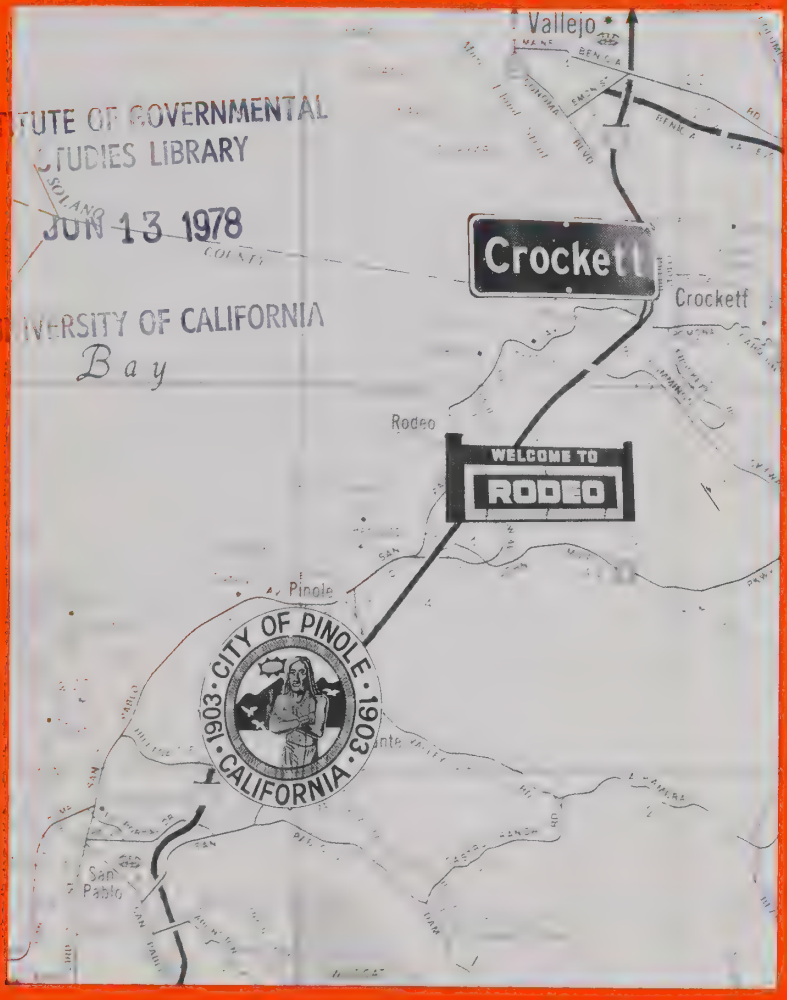

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Bay

Contract service planned For West Contra Costa

I would like to bring to your attention an honest deed which was performed by AC Transit driver *F.C. Gazaway.*

Mr. Gazaway returned my purse which I had left on his bus. I had valuable papers, along with cash, in the purse.

It is heartening to know that AC Transit has employees of the caliber and honesty of Mr. Gazaway.

Lela Brown
Oakland

* * *

I teach at Merritt College, and I just want to attest to the generally efficient and courteous service we have been receiving through these past years on the 37 line.

John A. Paul
Oakland

* * *

I am writing about the removal of the bus stop at 47th and Grove (northbound), which was not a good idea because it caused patrons to walk a further distance at night through a neighborhood that could be called anything but good.

I think your ridership should be allowed some input into where bus stops should be.

Phyllis S. Hart-Hager
Oakland

(Ed. Note: Your letter was referred to the Transportation Department, which reports that the stop was not intentionally eliminated and that the knocked-down pole is being restored.)

* * *

You have in your employ a very exceptionally fine bus operator. *Lucius Lee, Jr.,* is not only a skillful driver, he is also the most friendly and accommodating driver I have encountered to date.

Maitland B. McKenzie
Alameda

Our 'Stockholders' Write

I do not usually go to the trouble of writing letters of complaint, but a traffic abuse so flagrantly out of line and dangerous occurred that I am compelled to do so against the grain of habit and inertia.

Your bus cut very, very sharply in front of me into the left-hand lane with no prior warning whatsoever. Only by slamming on my brakes very quickly was I able to avoid hitting the bus.

Now I realize that the bus driver has a problem at that corner, since he has only one short block (less than that, in fact) in which to move from the stop at the curb into position to make a left-hand turn. However, I cannot let myself be the victim of such an outrageous action by any driver without doing what little I can to protest.

I consider myself and my daughter very, very lucky that we managed to escape with only ruffled tempers and elevated blood pressures, and you should consider yourselves very lucky also.

Audrey S. King
Concord

(Ed. Note: Since our operators undergo a very extensive driver training program and are required to abide by the rules of the road, we appreciate being informed of any safe-driving infraction. Consequently, the matter has been referred to the Transportation Department for investigation.)

* * *

I would like to thank two of your supervisors, *J. J. DePreter* and *J. J. Mullen*, for their assistance in getting an extra coach for a field trip my class took to the Oakland Courthouse.

Please convey my appreciation to them.

Teresa B. Hom
Saint Joseph's Notre Dame
Alameda

Programs geared to mutual benefits

As an idea whose time has come, the Regional Transit Association (RTA) is recording an impressive agenda of mutually beneficial projects which involve the six major public agencies providing transit in the Bay Area.

AC Transit, BART, Golden Gate Transit, SamTrans, San Francisco Municipal Railway and Santa Clara County Transportation Agency are joining together to develop and implement programs which assist passengers, reduce costs and make for closer cooperation of the properties involved.

Seven committees plus a board of control representing each of the transit groups are working together on such diverse activities as joint purchasing of batteries, regional marketing design, common fare structures, and most recently, a safety and sensitivity program for operators relating to serving the elderly and handicapped.

Formed in March, 1977, the RTA also has worked closely with the Metropolitan Transportation Commission (MTC), the regional transportation planners for nine Bay Area counties.

AC Transit Acting General Manager and Chairman of the RTA Board of Control, Robert E. Nisbet, says of the organization, "The RTA is designed to more effectively provide public transit in the Bay Area. By working together, we have discovered solutions to mutual problems.

"Certainly, one of the greatest benefits to come out of the formation of the RTA has been the cooperation between the different properties in helping solve critical issues," Nisbet says.

"Having been under operation for only a little more than one year, we have accomplished a great deal. But more importantly, we are looking to what we can accomplish in the future."

Contract service to open in West Contra Costa

Bus service for communities in the northwest corner of Contra Costa County was given the green light this month when Directors approved a contract which will extend service on Line 78A-El Cerrito-Richmond to the town of Crockett on the Carquinez Strait. Currently, service on this line ends in San Pablo.

Beginning in early Fall, buses will travel via San Pablo Ave. (which becomes Parker Ave. in Rodeo and Crockett) to serve residents of Pinole, Hercules, Rodeo, Crockett and the unincorporated communities along the way.

On each trip, the bus also will stop at Hilltop Shopping Center in Richmond.

Initially, these trips will be scheduled for weekdays-only at 60-minute intervals. Trips inbound from Crockett will begin before 8 a.m., with the last return trip leaving Brookside Hospital in San Pablo at 5:47 p.m.

AC Transit will operate this service under contract with the Western Contra Costa Transit Authority, which will offer its own para-transit including limited dial-a-ride transportation for seniors and the handicapped. The agreement includes provision for universal transfers to be issued and accepted between the two systems.

THE COVER — Communities in western Contra Costa County are preparing to welcome local transit service. The District, under contract with the area's local Transit Authority, will be extending Line 78A service to the town of Crockett. After the start-up of service, scheduled for early Fall, the buses will stop along the way in Pinole, Rodeo and the newly-developed, fast-growing community of Hercules.

The Line 78A extension will make transfer connections with locally-operated neighborhood transit and also take West Contra Costa riders to and from Richmond's Hilltop Shopping Center.

Safe driving records Compiled by operators Announced for spring

All divisions met the monthly safe driving goal in April, achieving a District-wide average of 17,651 miles between accidents.

The monthly safety goal is an average of 13,250 miles per chargeable accident.

Newark Division beat that goal by a wide margin, averaging 44,107 miles per mishap; Emeryville Division tallied 17,941 miles.

Seminary Division operators averaged 15,773 miles; and Richmond Division drivers logged 15,576 miles between accidents.

In March, Newark Division surpassed the safe driving goal by a comfortable margin, averaging 39,798 miles between accidents. Seminary Division drivers averaged 14,016 miles per mishap in March; Richmond Division averaged 13,849 miles.

Research & Planning Promotion announced

Paul H. Jacobson

Paul H. Jacobson, who joined AC Transit as a traffic checker in the Schedule Department 10 years ago, has been appointed a transportation research analyst in Research and Planning. For several years prior to his promotion, he had been a schedule analyst.

Jacobson began his transit career after a two-year period as a junior high Spanish/History teacher. This followed his 1966 graduation from St. Mary's College.

A back-packing and hiking enthusiast, Jacobson is a Sierra Club member.

Fun tours info available

This year's Summer Sunshine Fun Tours program, a twelve-week "Travelin' Show" which begins June 10th, offers East Bay bus riders trips to 20 different, interesting destinations.

Brochures now available describe in detail the various tours — rides through scenic countryside, shopping expeditions, and visits to historical sites and amusement centers.

If you would like a tour brochure or any additional information, write AC Transit, 508 16th St., Oakland, CA, 94612, or telephone Tour Information, 654-7878, Ext. 314.

Mechanic J. B. Schaefer, Retiree W. F. Cooper die

One employee and one retiree died in recent weeks.

Walter F. Cooper, 68, who had completed 31 years as a driver when he retired last October, died May 12.

Of his years of service, 30 were spent at Richmond Division. Before retiring, he had received a 21-year safe driving award.

Cooper is survived by his widow, Leona, and two children, Marvin Cooper and Mary Sue Moore. He lived in Richmond.

John B. Schaefer, 60, a mechanic at Emeryville Division, died April 29 in Oakland. An employee since 1959, Schaefer became a mechanic after moving from New Jersey, where he had had previous experience as a driver. His entire period of service was at Emeryville Division.

Funeral services were held in Oakland, with burial at Mountain View Cemetery.

Schaefer is survived by his widow, Goldia. The family home is in Oakland.

Effects of June 6 balloting

The June issue of Transit-Times will carry an assessment of the effects of Proposition 13 or Proposition 8, depending on the outcome of the June 6 statewide election.

Dead-line for this issue prohibited analysis of the election.

Priority seating

SPECIAL SEATING — A new "priority" seating sign is checked by Artist Joe Kennedy and Marketing Department's Sharon Rodriguez. In coming weeks, this sign will be posted on buses above several seats near the drivers. An accompanying informational campaign will ask bus riders to cooperate by yielding the designated seats for the convenience of elderly and handicapped patrons aboard the buses.

MTC honors Bingham

Berkeley patrons to get Mid-day bus use benefits With Shop-Around passes

Visitors to downtown Berkeley soon will enjoy the convenience of unrestricted transfers on buses serving the main shopping corridor.

Shop-Around Passes will provide mid-day riders unrestricted travel on Shattuck Ave. between Rose St. and Derby St., continuing on Adeline Ave. between Derby St. and Alcatraz Ave.

The passes will be available from drivers at the cost of the rider's regular fare, and may be used for travel within the zone plus the trip home between 9 a.m. and 3 p.m. Monday through Saturday.

District Directors approved the Berkeley program earlier this month, and implementation is scheduled to be complete by the end of June.

Board Actions

(Continued from back page)

Costa County Transit Authority for local bus service, on motion of Director Rinehart.

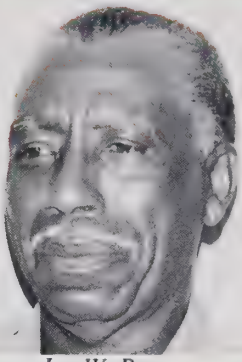
- Authorized Acting General Manager to implement a Shop-Around Pass program for Berkeley, on motion of Director Rinehart.
- Adopted recommendation that all trips on Line 82 to and from BART Bayfair operate directly via 159th Avenue, on motion of Director Rinehart.

BINGHAM PRAISED — AC Transit Board of Directors President John McDonnell outlines the accomplishments of the late Alan L. Bingham at a Metropolitan Transportation Committee (MTC) award ceremony honoring Bingham. Louise P. Giersch, Chairman of the MTC, left, announced the award during May 24th ceremonies held at the BART/Lake Merritt mall. Mrs. Joyce Bingham accepted the honor in behalf of her husband. McDonnell, in his praise of Bingham, described the former General Manager of AC Transit as "a giant in the industry. Public transit lost a good friend and a great leader when Al Bingham died." Bingham, who died Jan. 3 of a heart attack, had been general manager of AC Transit since 1967.

Retirement Roll-Call

Plans vary but leisure's here for 3

Arthur Spedowfski



Joe W. Pryor

Thomas Brand

After 32 years of service in both rail and bus transit, Operator *Joe W. Pryor* plans an active retirement centering around improving and enjoying his Lake County vacation place, plus looking after property he owns in Oakland.

He, wife Exie, and mother-in-law Adeline Banks, an active 87-year-old, expect to make good use of the fishing and boating opportunities which the Pryors' Clear Lake "retreat" affords.

Pryor admits, however, to a tinge of regret at not seeing his long-time patrons on Line 18, which he describes as the "best line" he served during 20 years of driving, out of Emeryville Division. His earlier Key System experience was as a workman, then a foreman, in maintenance of streetcars and trains. Like many others, he spent the war years as a welder in the shipyards before switching to a transit career.

In retirement, the Pryors plan to remain in their Oakland home.

A skilled golfer and dedicated toiler in the showplace gardens surrounding his San Leandro home, *Thomas Brand* has had, temporarily, to give up both interests while he recuperates from a heart attack.

A driver for 31 years prior to his May 1 retirement from Seminary Division, Brand looks forward to resuming golf and gardening, plus beginning the overseas travel which he and wife Fidelis have planned.

As a driver since 1946, Brand has worked mostly on transbay runs. As a handicap-5 golfer, he's noted for having won three AC Transit golf tournaments.

The Brands' home, which they bought in 1945, reflects the results of years of skilled re-modeling efforts. The gardens are of such note that, at times, motorists stop to admire the floral display.

The Brand family includes a son, Jon, who currently serves as mayor of Laguna Beach and who plans to be a candidate for the state senate.

It isn't everyone who can claim to have earthquake recording equipment and a weather station in his own home. One man who can is *Arthur Spedowfski,* who retired May 1 as a mechanic at Emeryville Division.

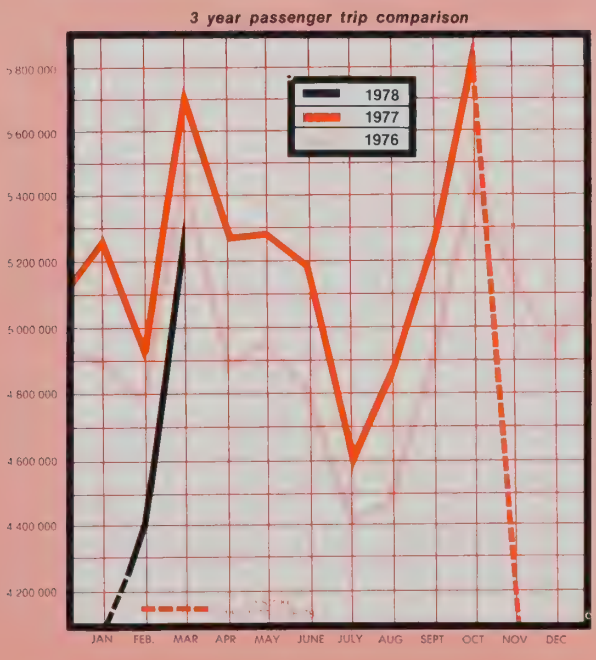
After 32 years of concentrating his skills on the challenge of keeping transit vehicles (starting with streetcars and trains) in working order, he is pleased to have more time to devote to such hobbies as meteorology, seismology, and model railroading. A penchant for diverse interests has even made Art an ex-hobbyist in at least one field—toy-making. He's given up making the wooden toys (including child-sized versions of AC Transit buses) for which he was once noted.

Besides retirement, Art and wife Marjorie celebrated another significant event this spring, their 40th wedding anniversary. The Spedowfskis have three children — Gary, Rodger, and Nancy — plus nine grandchildren.

March Report

Passenger Trips	Mar. 1978	Mar. 1977	% Change
East Bay	3,806,409	4,119,838	-7.6
Transbay	1,195,172	1,287,507	-7.2
Fremont/Newark	112,148	111,685	.4
Contract Services:			
BART	104,991	108,938	-3.6
Concord	52,525	55,335	-5.1
Pleasant Hill	14,289	12,924	10.6
Moraga/Orinda	13,044	11,158	16.9
Pittsburg/Antioch/ Brentwood*	10,611	—	—
Total	5,309,189	5,707,385	-7.0
Fare Revenue			
East Bay	$ 712,683	$ 783,455	-9.0
Transbay	632,141	661,581	-4.5
Fremont/Newark	21,004	20,543	2.2
Contract Services:			
BART	33,880	34,996	-3.2
Concord	8,800	9,673	-9.0
Pleasant Hill	1,805	1,776	1.6
Moraga/Orinda	1,930	1,681	14.8
Pittsburg/Antioch/ Brentwood*	2,651	—	—
Total	$1,414,894	$1,513,705	-6.5
Service Miles			
East Bay	1,476,509	1,489,317	-.9
Transbay	832,162	851,453	-2.3
Fremont/Newark	135,830	126,793	7.1
Contract Services:			
BART	149,043	147,560	1.0
Concord	49,240	47,642	3.4
Pleasant Hill	10,847	10,846	
Moraga/Orinda	18,262	16,495	10.7
Pittsburg/Antioch/ Brentwood*	35,650	—	—
Total	2,707,543	2,690,106	.6

*Contract service in Pittsburg/Antioch/Brentwood inaugurated June 6, 1977.



Actions of the Board

At a regular meeting April 12, the Board of Directors:

- Authorized sale of 39 older GMC buses via sealed bid, on motion of Director Bettencourt.
- Authorized General Manager to enter into agreement with CALTRANS for purchase of 30 bus shelters under FAU Program and to advertise and seek bids for the purchase, on motion of Director Bettencourt.
- Authorized General Manager to request proposals from consulting firms for conducting Passenger Profile Analysis, on motion of Director Bettencourt.

* * *

At an adjourned regular meeting April 26, the Board of Directors:

- Authorized Acting General Manager to enter into agreement with Wilbur Smith & Associates, Inc., in association with Leo A. Daly Company, both of San Francisco, to conduct Master Plan Study, on motion of Director Bettencourt.
- Authorized Acting General Manager to enter into agreement with DeLeuw, Cather & Company to conduct environmental impact analysis in connection with proposed fare adjustments, on motion of Director Bettencourt.
- Authorized operation of sightseeing tours June 10 through September 1, 1978, on motion of Director Bettencourt.

Transit-Times

Published monthly by the
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
508 16th St Oakland California 94612
Telephone (415) 654-7878

BOARD OF DIRECTORS

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JEAN A. HOLMES . . . . . Ward V

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J. DALE GOODMAN . . . . . Transportation Manager
OZRO D. GOULD . . . . . Claims Manager
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STANLEY O. PEARCE . . . . . Superintendent of Safety and Training
LAWRENCE A. ROSENBERG . . . . . District Secretary and Administrative Projects Manager
WARREN E. ROBINSON . . . . . Transportation Engineer
ROBERT J. SHAMOON . . . . . Personnel Manager

At regular meeting May 10, the Board of Directors:

- Referred bids for RTA joint purchase of batteries to management for evaluation, on motion of Director Holmes.
- Authorized sale to highest bidder of surplus office machines, furniture and equipment, on motion of Director Rinehart.
- Authorized Acting General Manager to execute agreement with Western Contra

(Continued on page 5)

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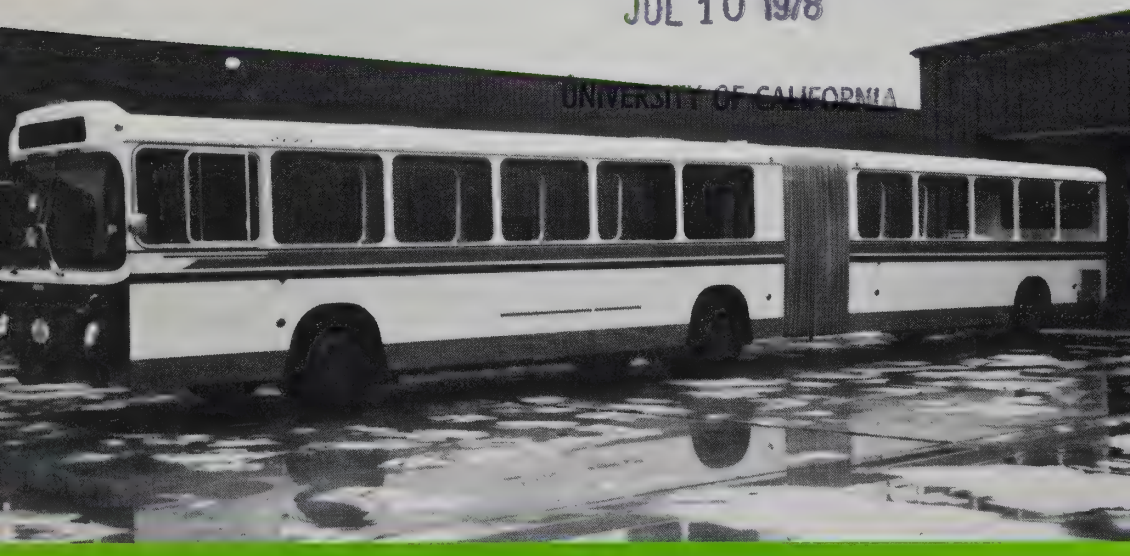

Articulated coaches will ease Space crunch on heavily-used lines

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY
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Our 'Stockholders' Write

A couple of weeks ago when I was riding the 78 bus to work, I somehow forgot my purse when I got off. By the time I missed it, the bus had already started. To make an almost tragic story short, thanks to two of your employees, I got my purse back before the day was over.

I would like to express my extreme gratitude to the bus driver and to *Lorrie Trevino* in the Lost and Found department.

Shirley A. Dozier
Richmond

* * *

I wanted to take a few moments to express my appreciation of one of your employees. Bus driver *Fanny Lucas* is one of the nicest, friendliest, and most considerate drivers I've met.

She always made a point to have a cheery "hello" ready, and when I caught her bus late at night, it was comforting to have such a cheerful driver.

Our thanks to Fanny.

Mr. and Mrs. James Fredenburg
Oakland

* * *

We would like to express our appreciation to Driver *J. J. Colvin* for the services provided for a field trip to Mission San Jose/Fremont last month.

Mr. Colvin's courteous service and consideration added to the pleasure of the day for the 49 fourth graders of Bay School. Most of all, his obvious concern for the comfort and safety of his passengers helped us all relax and enjoy the bus ride!

Adelaide Jenike
Jo Ellen Gardner
E. Bagnes,
Bay School
San Leandro

Today I boarded a bus at 12th & Oak.

Having an arm in a sling because of a fractured shoulder, I found it quite difficult to ride the bus because the driver started and stopped with such suddenness that it was difficult balancing myself even while seated. I think the driver should realize that he has people on the bus.

Diva Butler
Oakland

(Ed. Note: Your letter has been referred to the Transportation Department for investigation and corrective action, since you provided sufficient information to identify the operator.)

* * *

Since I will be unable to attend your meeting June 14 at which I understand you will discuss measures to respond to cuts imposed (or expected) as a result of Prop. 13 — I am writing to express my views.

I am highly dependent on AC Transit bus service. I would ask that you consider persons like myself and others such as the elderly, before cutting all weekend bus service and transbay service paralleling BART runs.

In regard to weekend service, I'd far rather have buses run (e.g. on Telegraph) only once an hour and pay a higher (35¢) fare than have the runs completely cut out.

Thank you for your consideration — and the best of good thinking in this difficult chore.

Susan E. Miller
Berkeley

(Ed. Note: AC Transit's Directors and management are seeking assistance from all possible sources in the wake of passage of Proposition 13 in order to maintain a maximum of bus service and minimize inconvenience and hardship to our patrons.)

Proposition 13 aftermath

Board seeks higher fares, State aid

District Directors are turning to fare boxes and the State Legislature for greater financial support in the wake of passage of Proposition 13.

At a meeting June 28, Directors received an initial analysis — which they requested earlier — of environmental impact which could result from fare adjustments.

That analysis, required by State law, indicated a ten-cent raise in the basic local fare — 25 cents since 1958 — would, with increases in other fares, generate substantially more revenue yet have no "significant adverse impact" on the environment.

Directors are scheduled to consider fare adjustments in mid-July.

In the State Legislature, the District's post-election plight — after passage of Prop. 13, the Jarvis-Gann property tax limiting measure — has prompted interest among lawmakers, Acting General Manager Robert E. Nisbet told Directors.

Sen. James Mills, President pro Tempore of the State Senate, and others, including Assembly Speaker Leo McCarthy, drafted legislation which would assure AC Transit of continued use of $17 million in Transporation Development Act funds.

In addition, Nisbet noted, lawmakers have assured that the District will get its proportion of property taxes permitted by Jarvis-Gann — a share estimated at $5.5 million.

"These funds, together with increased fare box revenue, will permit us to operate about 60 percent of our current service," Nisbet said.

"While the prognosis for additional funds looks favorable," he added, "we cannot at this time assume we'll receive sufficient funds to operate more than the 60 percent level."

"It would appear that the final operating estimate for fiscal 1978-79 could be adopted in August with any necessary cuts in service and layoffs of personnel commencing thereafter," Nisbet said.

In an appeal to State legislators, Acting General Manager Robert E. Nisbet sought support which would give the District its share of property taxes and release State monies already earmarked for AC Transit.

"Even with these requests granted," Nisbet told the lawmakers, "it's our best estimate that we will be able to operate only 60-to-70 percent of our current service.

"If, in addition, restrictions are removed on that 25 percent portion of the local half-cent sales tax available to support transit, we could continue an even higher level of service.

"Our District is in the process of raising fares 40 percent. Also, we are taking steps to inaugurate service cuts and employee layoffs.

"Without our requests being granted or other funds being made available, our District would have to cease operations this Fall. It's not possible for fares to be raised sufficiently to pay all operating costs."

Fare box to take higher toll?

These are typical fare increases being considered by the Board of Directors. If adjustments go into effect, only senior citizen/handicapped fares would remain at the current level.

		Present	Proposed
Local	Adult	25¢	35¢
	Youth	15	25
	Sunday & Holiday Pass	60	70
Express	Adult Zone 1	25	35
	Adult Zone 2	35	45
	Adult Zone 3	40	50
	Adult Zone 4	50	60
	Youth (No Zone)	15	25
Transbay			
	Adult Zone 1	60	75
	Adult Zone 2	70	$1.00
	Adult Zone 3	75	1.10
	Adult Zone 4	85	1.25
	Youth Zone 1	25	30
	Youth Zone 2	30	35
	Youth Zone 3	30	35
	Youth Zone 4	35	40

AC Transit aids Radio Alert system

AC Transit is participating in a Radio Alert program in cooperation with police in Fremont, Union City, and Newark. It is similar to an existing alert system in Richmond, Oakland, and Hayward.

Aim of the program is faster police response to such driver-reported situations as traffic accidents or hazards, actual street crime, suspicious activity indicating potential crime, or persons in distress.

Problems on board buses are to be reported in the same manner — drivers reporting to Central Dispatch, which, in turn, contacts police. Buses will display a Radio Alert placard furnished by police.

As part of the reciprocal program, Tri-City police will notify AC Transit dispatchers of any condition requiring rerouting of service or of any law-breaker suspected to be fleeing by bus. This augments AC Transit's own procedure for notifying drivers of such unusual situtations.

Feed back on the program will come through quarterly bulletins published by police, giving drivers follow-up information about individual incidents reported.

Deaths of two pensioners G. Toniatti, M. Reite Reported in recent weeks

Two transit veterans, both of whom retired in 1967, died in May.

George Toniatti, 62, a retired driver, died May 6 in Carson City, Nev. He had been employed, initially as a trainman, then as a driver at Emeryville Division, for 21 years at the time of his retirement in 1967. He served in the U. S. Army during World War II.

Funeral services and burial were in Reno.

Toniatti is survived by a son, Edward.

Martin L. Reite, 77, an employment supervisor at the time of his retirement in 1967, died May 22 in Denver. At the time he entered retirement, it was noted that, during his 23 years of service for Key System and AC Transit, he was the first "contact" for thousands of employees hired. Though employment was his specialty, he also worked for a time in the charter bureau.

Funeral services were held in Oakland followed by burial in Mountain View. Reite is survived by his widow, Esther, and a son, Dr. Martin Reite, Jr. He lived in Danville.

THE COVER — The first of 30 new articulated buses receives finishing touches in the A.M. General plant at Marshall, Texas. These vehicles, designed by Maschinenfabrik Augsburg-Nurnberg of Germany, are scheduled to begin arriving here in mid-July and to go into revenue service shortly thereafter. This lengthy 60-foot coach bends in the middle to better negotiate city streets. During an East Bay road test of a prototype in 1974 (two years before the buses were ordered), riders voiced complimentary comments about the vehicle's comfort, and bus drivers reported it had superior handling qualities. These longer buses will be employed on heavily-patronized lines where their greater capacity will yield direct benefits in terms of operating efficiency. Each articulated coach will seat 69 riders, while standard 40-foot buses seat only 51.

Divisions meet safety goals

Newark Division drivers shone in last month's safe-driving figures, averaging 71,135 miles between accidents. The other three divisions also met May's safe-driving goal of 13,250 miles per accident.

Seminary Division averaged 16,997 miles per accident in May; Emeryville Division, 13,864 miles; and Richmond Division, 13,318 miles.

Total miles logged by all divisions during the month was 2,702,537.

Transit Time-Capsule

Was Peralta jinxed? 1928, 1933 incidents Lead some to say so

Was the ferry boat Peralta giving advance warning of what was to be its luckless history when it resisted being launched into Oakland Estuary in 1926?

Those who believe that a craft can be jinxed will find some support for the theory in the ferry's story, though — aside from her balky launching — everything looked auspicious for the Peralta when it was put into service in 1927 as one of the two most up-to-date of the four Key System commute ferries.

Shortly afterwards, however, one of the first of its numerous pier-ramming incidents occurred. Result: $35,000 in damages to the pier in San Francisco.

This proved only a prelude to the much grimmer mishap which occurred the following year. On Feb. 17, 1928, five of the Peralta's passengers drowned after being washed overboard when the ferry's foredeck suddenly dipped into the bay. The 50-year-old tragedy is still a mystery, though the craft's water ballast system was widely, though unofficially, blamed.

Still to come was the Peralta's — and the Key System's — ordeal by fire. This occurred May 6, 1933, when a $3 million fire destroyed the ornate Oakland pier terminal. Included in the loss were 14 of the rail coaches used to carry transbay commuters to and from the ferries and — the Peralta itself.

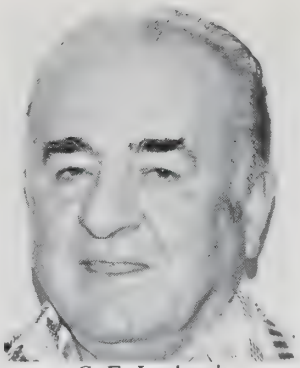
As in the 1928 bay incident, a mystery evolved which never was officially explained. However, 32 years later a "secret" pier fire report was uncovered which labeled the fire as "definitely incendiary". The report (discovered in old files as AC Transit was moving into its present Oakland headquarters) alluded to a "mysterious man in gray", seen carrying a bundle on the pier the evening of the fire. Was he the "malicious agent" responsible for temporarily halting transbay service, inconveniencing thousands of commuters, and destroying millions in transit property?

The Peralta itself underwent something of a reincarnation when its remains were towed to Puget Sound to become the basic structure for the ferry Kalakala.

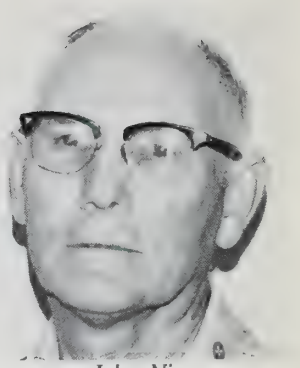
Despite the transformation, however, the craft continued the pattern of unexplained mishaps: several pier-ramming incidents occurred before the former Peralta was converted into a cannery in 1967.

JINXED? Photographed near Yerba Buena Island during a brief moment of glory (above) the ferry Peralta was reduced in 1933 to a gutted, charred hulk (right). The upper photo was taken near the same spot where, in 1928, five of the Peralta's passengers drowned in a mysterious malfunction of the commute craft.

Adele Vollmer



C. E. Lenhardt



John Nix

Retirement roster

End of careers means new beginnings

This spring marks two significant new beginnings for *Adele Vollmer:* her wedding to Eric C. Kinsey and her retirement after 17 years as secretary/receptionist.

Adele's employment dates from the District's formative days. She was secretary to the late Harold Davis, personnel manager, for her first few years of service then functioned in a similar role for about 15 years for E. Sam Davis, who headed the original research and planning function.

Just prior to retirement, she was secretary to Don Larson, current research and planning manager; served as Executive Office receptionist; and maintained the mailing list for Transit-Times.

Her immediate post-retirement, post-wedding plans include a three-week trip to Hawaii. Long-range, she plans to do volunteer work and to enjoy such favorite pursuits as fishing, golfing, and hiking.

Her family includes a son, Gerald Conley, and three grandchildren: Mark, 15; Jerilyn, 13; and Brian, 11.

Operator *John Nix* isn't changing homes as he retires; he's just changing addresses. The mobile home in which he lived in San Pablo has been moved to Clear Lake, where he expects to enjoy the quiet, the scenic vistas, and the fishing.

After nearly 34 years of transporting bus passengers — nearly 17 of these as a driver for AC Transit — Nix now expects to concentrate on transporting himself and wife Charlotte on pleasure trips to various parts of the U.S. A trip that's already on their schedule is one to Alaska.

Nix joined AC Transit as a driver, mostly for Emeryville Division, after 17 years of previous experience with a Sacramento bus company. Keeping in touch with what's going on here shouldn't be too difficult, even in retirement, since his stepson, Gary Baker, and his brother-in-law, Charles Farrell, both work in the Transportation Department.

From ships to streetcars to buses: that was the route for Operator *C. E. Lenhardt,* retiring June 1, who came to work for Key System in 1945 after four years of Navy duty, including about 32 months in Pacific combat zones.

Exchanging his Navy Chief's uniform for a streetcar motorman's outfit, Lenhardt began his 32½ year transit career. He's served about 30 years as a bus driver, working out of Seminary Division since 1950.

Lenhardt expects to divide his leisure time between maintaining his home in San Lorenzo and keeping tabs on the large family which was created when he and wife Inez combined their children by previous marriages — his six and her four. Now, the couple shares a total of 21 grandchildren and five great-grandchildren.

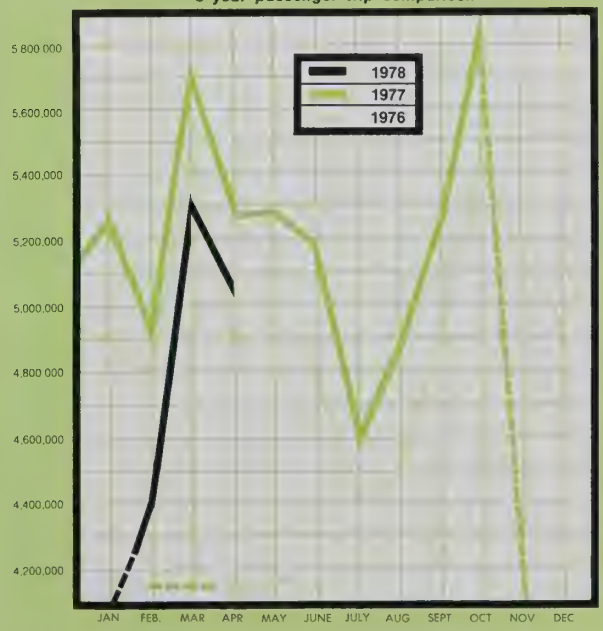
Devoting time to this large family isn't as complicated as it may sound, Lenhardt says, since most all the offspring live close by in Alameda County.

April Report

Passenger Trips	April, 1978	April, 1977	% Change
East Bay	3,636,120	3,802,687	-4.4
Transbay	1,130,187	1,168,825	-3.3
Fremont/Newark	108,269	108,774	-.5
Contract Services:			
BART	99,539	99,647	-.1
Concord	51,192	48,966	4.5
Pleasant Hill	11,118	11,234	-1.0
Moraga/Orinda	11,226	11,080	1.3
Pittsburg/Antioch/ Brentwood*	10,085	—	—
Total	5,057,736	5,251,213	-3.7
Fare Revenue			
East Bay	$683,565	$739,037	-7.5
Transbay	591,218	613,719	-3.7
Fremont/Newark	20,901	20,481	2.1
Contract Services:			
BART	32,023	32,058	-.1
Concord	8,690	8,376	3.7
Pleasant Hill	1,685	1,497	12.6
Moraga/Orinda	1,786	1,720	3.8
Pittsburg/Antioch/ Brentwood*	2,521	—	—
Total	$1,342,389	$1,416,888	-5.3
Service Miles			
East Bay	1,353,874	1,401,917	-3.4
Transbay	775,190	778,919	-.5
Fremont/Newark	126,412	120,872	4.6
Contract Services:			
BART	134,718	134,998	- .2
Concord	44,073	44,782	-1.6
Pleasant Hill	9,424	9,912	-4.9
Moraga/Orinda	15,880	15,047	5.5
Pittsburg/Antioch/ Brentwood*	31,240	—	—
Total	2,490,811	2,506,447	- .6

*Contract service in Pittsburg/Antioch/Brentwood inaugurated June 6, 1977.

3 year passenger trip comparison



Actions of the Board

At a regular meeting June 14, the Board of Directors:

- Authorized Acting General Manager to complete an initial environmental analysis to determine whether proposed fare increases could have a significant effect upon the environment, on motion of Director Bettencourt. (See story, Pg. 3)

San Leandro cancels "Gold Card" program

In the wake of the Jarvis-Gann Initiative, San Leandro is discontinuing its popular "Gold Card" contractual arrangement with AC Transit.

Since the program's inception in 1974, almost 1600 cards have been issued to residents who use them in lieu of fares on off-peak bus service.

San Leandro cites budget cuts resulting from passage of Jarvis-Gann as the reason for discontinuing the program after June 30th.

Gold Card holders 65 or older may still enjoy a seniors' fare discount by obtaining a Bay Region Transit Discount Card.

Some Saturday service cut

Ten transbay bus lines began operating less frequently on Saturdays as of June 10 because of decreased patronage.

Adjustments were made on Line A-Downtown Oakland, Line B-Grand Ave., Line C-Piedmont, Line E-Claremont Ave., Line F-Shattuck Ave., Line K-Havenscourt, Line L-Richmond, Line N-MacArthur Blvd., Line O-Alameda and Line R-Hayward.

Pocket timetables with the new Saturday schedules are available from drivers on these lines.

Transit-Times

Published monthly by the
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WILLIAM J. BETTENCOURT ..... Ward IV
JEAN A. HOLMES ..... Ward V

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J. DALE GOODMAN ..... Transportation Manager
OZRO D. GOULD ..... Claims Manager
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STANLEY O. PEARCE ..... Superintendent of Safety and Training
LAWRENCE A. ROSENBERG ..... District Secretary and Administrative Projects Manager
WARREN E. ROBINSON ..... Transportation Engineer
ROBERT J. SHAMOON ..... Personnel Manager

Park/Ride proves popular

Since opening in mid-March, CALTRANS' "Park-and-Ride" lot at Fruitvale Avenue and the MacArthur Freeway has attracted many motorists.

Traffic checks reveal that 65 to 85 rush-hour travelers park there weekdays and ride peak-hour-only N-F-MacArthur Express buses for the transbay commute trip.

Train light alerts drivers

A train arrival light is being tested at BART/Bayfair, alerting U-L Line drivers of possible train-to-bus transfer passengers.

The red signal light, installed opposite the U-L coach stop, is activated for 2½ minutes when an eastbound train approaches the station.

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Vol. 21, No. 1 JULY 1978

Transit-Times

District participates in Radio Alert

Our 'Stockholders' Write

Last Tuesday — a very hot day — a French bus was being tried out on the 51 Line.

Getting in and out of the bus was easier — a plus for the many elderly people who are obliged to take public transportation. Also, the ventilation was far superior to what we now have on our buses. On the French bus only the top part of the window opened, and there was ventilation provided in the roof over the aisle. No drafts. The weather was so hot that day, it was a good test for ventilation and, in my opinion, the bus passed with flying colors.

I also liked pushing a button that lets the driver know silently that you want to disembark. The seats were also well designed, making one sit up properly and comfortably.

Whatever new bus you select, I hope you will choose one with air-conditioning or one that is better ventilated than those now in use.

J. A. Moore
Berkeley

(Ed. Note: Thank you for sharing your comments on the Renault "Berliet PR 100", which was road-tested recently as part of the District's program of evaluating new developments in transit equipment.)

* * *

Compelled, after driving all our life, to seek yours and BART's transportation, we welcome its comfort. Very enjoyable in place of the fast tempo of driving.

We enjoy the route 79, buses with red cushion seats, comfortable as BART. We note fares increase. We thank you for the past fares aiding the seniors. Wonderful.

James Joseph Blanchet, Age 84
Oakland

I have commuted to San Francisco daily for three years on the H bus.

Although I voted "no" on Proposition 13, I am afraid that the people who voted for it have jeopardized community services. I know AC Transit will be affected by Proposition 13, and I want to express my opinion regarding the calamity which may ensue.

I am willing to pay as much as $1 to commute to San Francisco rather than have the H local and H express bus service terminated or decreased. I think most commuters would be more eager to pay higher fares than have services cut. Please consider this before changing routes and schedules of transbay commutes.

Catherine H. Gross
Berkeley

(Ed. Note: Your letter is most timely and helpful as we evaluate fare increases and service curtailments to reflect the restricted funding that Jarvis-Gann has created.)

* * *

I was riding your Line 84 bus when the driver discharged two small girls at the intersection of Mabel Avenue and Redwood Road in Castro Valley.

Your driver *(Milton Starks)* was most alert in that he anticipated that one of the youngsters might dash in front of the stopped bus and head across Redwood Road. The youngster did just that. Your driver stuck out his arm to alert traffic to stop and leaned on his horn. A passenger car going in our direction burned rubber in stopping just inches from the youngster. I am convinced that she would have been run over if it were not for the action of Mr. Starks.

Jack H. Goldschmidt
Castro Valley

Board names Nisbet General Manager

Robert E. Nisbet, who played an active role in formation of the District 20 years ago, was appointed General Manager by the Board of Directors at its July 26 meeting.

Robert E. Nisbet

He has served as Acting General Manager since Jan. 9, assuming that interim post following the death of Alan L. Bingham, who had been General Manager since 1967.

Nisbet, 59, emerged as the top candidate among a number of finalists considered by a board/management screening committee. There were nearly 500 applicants for the post.

Announcing the appointment, John McDonnell, president of the Board, commented:

"In Bob Nisbet, we feel we have a man of experience, integrity and intelligence to deal with the extremely difficult problems facing AC Transit in coming years."

Before becoming Acting General Manager, Nisbet was attorney for the District, responsible for advising Board and management on all legal aspects of public transit operations. In addition, he served as the District's legislative liaison.

Assuming his new role as the District's top management executive, Nisbet said, "Future funding and our ability to meet national and state guidelines remain uncertain, but we intend to meet the challenge."

Nisbet has served as chairman of the Regional Transit Association of the Bay Area and is Executive Director of the California Association of Publicly Owned Transit Systems.

He is a graduate of UC, Berkeley, and of Hastings Law School.

Most fares increase

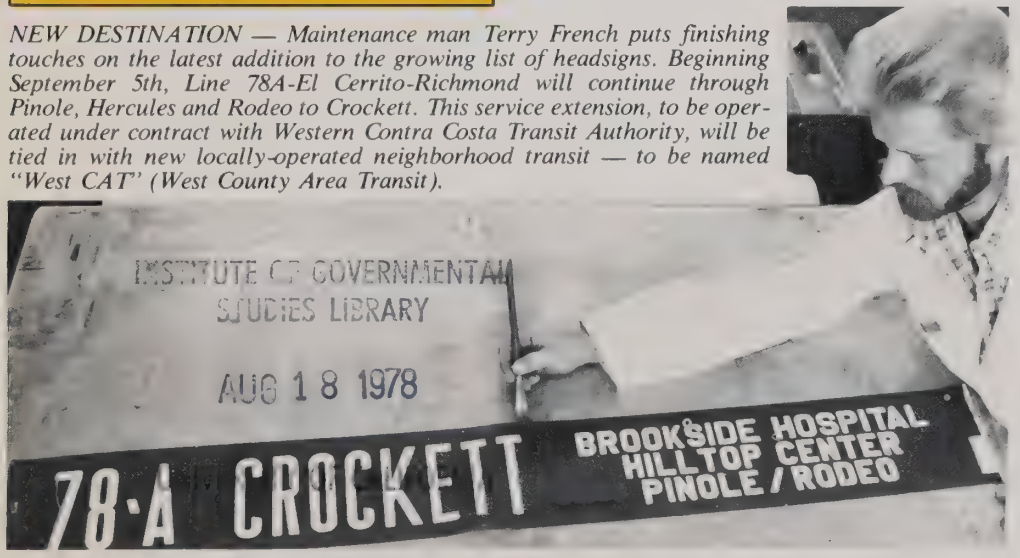
Fares for most riders were increased as of July 23.

The Board of Directors approved the new rates at its July 12 meeting. Basic local adult fare was increased from 25 cents to 35 cents, representing the first raise in local fares since 1958.

Youth fares increased from 15 cents to 25 cents on local lines, with express bus and transbay fares increasing between 10 cents and 40 cents, depending on distances traveled.

Not increased were fares for senior citizens, handicapped persons, BART Express patrons, and contract service passengers in central and eastern Contra Costa County.

NEW DESTINATION — Maintenance man Terry French puts finishing touches on the latest addition to the growing list of headsigns. Beginning September 5th, Line 78A-El Cerrito-Richmond will continue through Pinole, Hercules and Rodeo to Crockett. This service extension, to be operated under contract with Western Contra Costa Transit Authority, will be tied in with new locally-operated neighborhood transit — to be named "West CAT" (West County Area Transit).



Wheelchair lift passes tough strength test

HEAVY DUTY — This production model of Environmental Equipment Corporation's wheelchair lift hefts 600 pounds as Gene Gardiner (left), senior transportation planner, and Stan Pearce, superintendent of safety and training, check its performance. Proposed State regulations would require wheelchair lifts to hoist this weight repeatedly as one test of safety and reliability. This mechanism, which is manufactured in San Leandro, passed that test. It's a production model, incorporating modifications suggested by the District after extensive testing of an earlier prototype. The device is now installed in bus #703 to provide transportation to elderly and handicapped persons in Concord.

Zones consolidated In Fremont-Newark For more efficiency

Dial-A-Ride zones in Newark and in the Irvington area of Fremont were consolidated as of July 2. Aim of the move is increased efficiency and better accessibility for passengers within the expanded zones.

Within the Irvington District of Fremont, Zones 9 and 11 were consolidated and re-designated Zone 9. Boundaries are the Nimitz Freeway on the west, Stevenson Blvd. on the north, Paseo Padre Parkway on the east, and the Western Pacific Railroad tracks and Durham Road on the south.

Zone 9 Dial-A-Ride will be in effect during regular Dial-A-Ride hours (9 a.m. to 4 p.m. and 7 p.m. to 10 p.m., weekdays; 8 a.m. to 6 p.m., Saturdays; 10 a.m. to 5 p.m., Sundays).

In Newark, Dial-A-Ride Zones 17 and 19 continue to operate separately on weekdays between 9 a.m. and 4 p.m. On weekends and nights, however, Zones 17 and 19 are consolidated into a single zone designated Zone 19.

Boundaries of the consolidated zone are Jarvis Road on the north, the Nimitz Freeway on the east, Mowry Ave. on the south, and the Newark City Limits and Thornton Ave. on the west.

THE COVER — A joint effort between AC Transit and police departments in Fremont, Newark and Union City has been launched with the "Radio Alert" program. By use of improved communications, bus drivers and law enforcement personnel will be working more closely together. From left: Charles O. Sigler, Newark Division assistant superintendent; Union City Chief of Police William E. Kirkpatrick; Fremont Chief of Police Robert Wasserman; Newark Assistant Chief of Police Carl Pierce; and L. L. "Mac" McDonald, Newark Division superintendent. Similar to an existing alert system in Richmond, Oakland, and Hayward, the program is aimed at faster police response to incidents or situations reported by drivers through Central Dispatch.

Newark drivers take honors In June safety competition

Newark Division drivers topped the standings in last month's safe-driving competition with a record of 30,454 miles between accidents.

Two other divisions also met June's safe-driving goal of 13,250 miles per accident.

Emeryville Division recorded 17,299 miles per accident; Seminary Division, 15, 272 miles.

Schedule Department Promotion announced

Mel Reece

Mel Reece, who joined AC Transit in 1963, has been appointed supervisor of schedules. He had served as assistant supervisor of schedules since 1976.

Reece began his transit career as a driver, serving five years at Emeryville Division. He transferred to the Schedule Department as a schedule analyst in 1971, moving up to senior schedule analyst in 1973.

Before joining AC Transit, he completed five years of Army service. As a military policeman, he was stationed in a wide variety of locations in the U.S. and overseas, including two years in Berlin.

Reece and wife Marilyn (who met when she was a passenger, he a driver) live in Hayward with their sons, Steven, 10, and Paul, 9.

BUS THAT BENDS — This month, the first of 30 articulated buses are being checked by Maintenance prior to entering service on heavily-used lines.

Board candidates must file

August 25 is the deadline for prospective candidates to file completed nomination papers for four seats on AC Transit's Board of Directors, which are up for election this coming November.

Positions to be filled by voters include one director-at-large representing the entire transit district and directors representing Wards III, IV and V within the district.

Nomination papers for these board positions may be obtained during regular business hours from District Secretary Lawrence A. Rosenberg at AC Transit's executive offices, 508 16th St., Oakland.

Two retirees, one employee meet deaths

Two retirees and one employee died in recent weeks.

Frederick Hymes, 79, who had completed 40 years of transit service at the time of his retirement in 1963, died July 9. Funeral services were held in Oakland, with burial at Holy Sepulcher Cemetery, Hayward.

Beginning his transit career in 1923 as a motorman, Hymes subsequently became a supervisor — the position he had held for 33 years at the time he retired.

Survivors include his widow, Agnes.

Finis A. West, 90 — a retiree since 1948 — died June 3 in Oakland.

Funeral services were held at Chapel of the Chimes, Oakland, followed by cremation.

West's transit career began in 1914. His job categories included operator, conductor, receiver, and ticket seller during his 34 years of service.

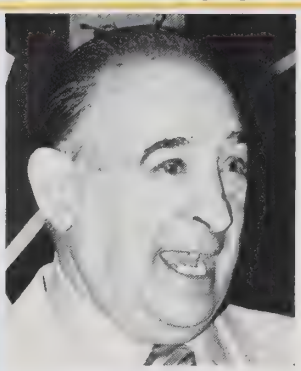
He is survived by his widow, Anna Victoria West.

Vernon Mays, 25, employed in Maintenance since 1974, died in Oakland June 24. He worked at Richmond Division.

Funeral services were held locally, with subsequent services and burial in Denver, CO. Mays was living in Oakland at the time of his death.

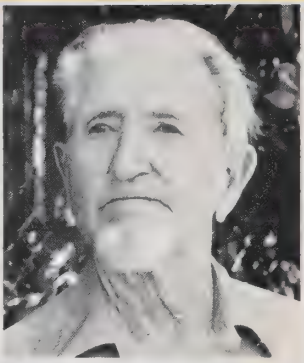
He is survived by his parents, Mr. and Mrs. Herman H. Mays, and a sister, Melody A. Van.

Silva, Epperson, Butler retire



George Silva

D. L. Epperson



Leslie Butler

With his retirement as a training instructor, *George Silva* expects to play a little golf (which he's just taken up) and a lot of music (he's been a drummer for more than 40 years).

Though his career as a professional musician was moved to a back burner when he chose the greater security of a transit job, Silva has kept his musician's skills honed. For instance, he's currently conductor of the San Leandro Municipal Band. He also performs on drums with groups playing for dances, weddings, and other functions.

After joining Key System as a driver at Seminary Division in 1953, Silva transferred to Training in 1958. Of the training functions he's performed over the years, he's made something of a specialty of instructing groups of school children (including the handicapped and non-English-speaking) in how to use the bus.

Silva and wife Mavis live in San Leandro, where his father was owner of one of the town's first restaurants. The family includes daughter Joyce Lucchesi, of AC Transit's Legal Department, and a two-year-old grandson, Douglas.

D. L. "Eppie" Epperson was too young to qualify as a bus driver when he joined Key System in 1942, so he started out as a service employee at Emeryville Division.

He definitely wasn't too young for the Army, however, so his initial period of employment was soon interrupted by 3-1/2 years of duty as an Army combat medic in both the European and Pacific war zones.

Released by Uncle Sam in 1946 (though re-called for a year during the Korean War), Epperson began civilian life as a mechanic at newly-opened Seminary Division, where he spent about the last decade of his career as a maintenance foreman.

Though the injuries which led to his disability retirement don't allow him full enjoyment of his leisure years, Epperson does manage to get around a bit with the help of wife Carmen. The Eppersons, who have lived in Castro Valley for 25 years, have two children: Emory, 20, a college student; and Pamela, 17, a high school junior.

Joining Key System in 1939, Operator *Leslie Butler,* who retired July 1, participated in an era in East Bay transit characterized by change.

He began as a streetcar operator, ran trains carrying workers to and from the Richmond shipyards during World War II when maximum demands were made both on transit equipment and employees by war-time schedules and record ridership, and then spent 30 years driving buses. He's been with Seminary Division since 1948.

In 1976, he joined that elite group of drivers qualifying for a 25-year safe driving award.

A widower since the death of his wife Marie, Butler has one son, Leslie.

Passenger Trips	May, 1978	May, 1977	% Change
East Bay	3,984,607	3,781,234	5.4
Transbay	1,223,185	1,210,335	1.1
Fremont/Newark	116,281	110,446	5.3
Contract Services:			
BART	108,127	99,327	8.9
Concord	54,861	50,386	8.9
Pleasant Hill	11,833	11,977	-1.2
Moraga/Orinda	12,555	10,598	18.5
Pittsburg/Antioch/ Brentwood*	10,954	—	—
Total	5,522,403	5,274,303	4.7
Fare Revenue			
East Bay	$ 744,493	$ 724,150	2.8
Transbay	640,489	621,632	3.0
Fremont/Newark	22,270	20,563	8.3
Contract Services:			
BART	34,742	31,803	9.2
Concord	9,387	8,598	9.2
Pleasant Hill	1,754	1,733	1.2
Moraga/Orinda	2,017	1,648	22.4
Pittsburg/Antioch/ Brentwood*	2,738	—	—
Total	$ 1,457,890	$ 1,410,127	3.4
Service Miles			
East Bay	1,425,194	1,427,702	-.2
Transbay	833,294	801,111	4.0
Fremont/Newark	133,547	121,273	10.1
Contract Services:			
BART	147,029	138,496	6.2
Concord	47,415	43,996	7.8
Pleasant Hill	10,384	9,994	3.9
Moraga/Orinda	17,457	15,040	16.1
Pittsburg/Antioch/ Brentwood*	35,376	—	—
Total	2,649,696	2,557,612	3.6

*Contract service in Pittsburg/Antioch/Brentwood inaugurated June 6, 1977.

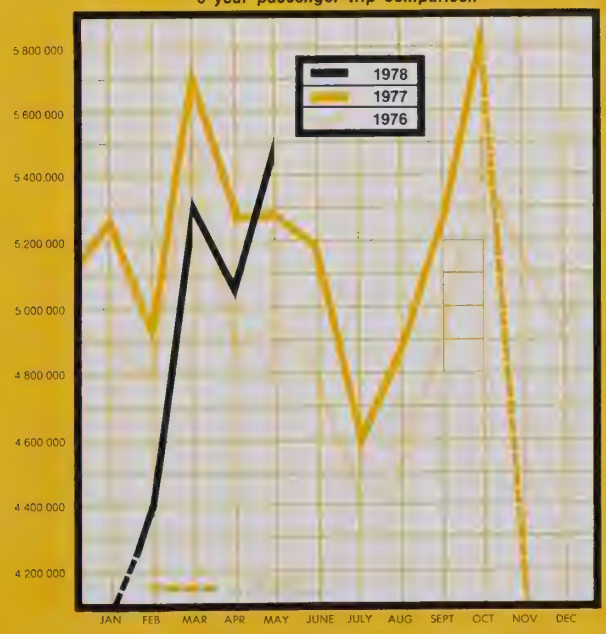
May Financial Report

System expenditures, including allocation for depreciation and interest and principal on bonded debt, totaled $5,280,902. Operating income amounted to $1,880,464. Total income, including proceeds from property and sales taxes and Federal operating assistance amounted to $4,891,305, leaving a $389,597 deficit.

Contract services are being fully paid for by the communities involved.

Nationally, the transit industry showed an increase of 8.83 percent in total passengers carried.

3 year passenger trip comparison



Actions of the Board

At an adjourned regular meeting June 28, the Board of Directors:

- Authorized Acting General Manager to execute contracts with UMTA for operating assistance grants, on motion of Director Rinehart.
- Authorized Acting General Manager to advertise and seek bids for purchase of five forklifts and three air compressors, on motion of Director Bettencourt.
- Authorized extending for one year the tire lease and service contract with Firestone Tire & Rubber Co., on motion of Director Rinehart.
- Rejected all bids made to Regional Transit Association for furnishing batteries and authorized resolicitation of bids, on motion of Director Godkin.
- Authorized preparing and filing a negative declaration in connection with proposed fare adjustments, on motion of Director Rinehart.
- Adopted Preliminary Operating Estimate for Fiscal 1978-79, on motion of Director Rinehart.
- Approved adjustments in salary ranges of attorneys employed by the District, on motion of Director Nakadegawa.

At a regular meeting July 12, the Board of Directors:

- Adopted fare adjustments and negative declaration in connection with these adjustments, on motion of Director Bettencourt.
- Authorized Acting General Manager to advertise and seek bids for driver uniform shirts, on motion of Director Berk.
- Rejected all bids made to Regional Transit Association for furnishing bearings and authorized resolicitation of bids, on motion of Director Godkin.
- Adopted resolutions establishing ward boundaries of the District and giving notice of election on Nov. 7, 1978, to choose four Directors, on motion of Director Berk.
- Authorized Acting General Manager to enter into agreement with Crain and Associates to conduct an on-board passenger survey, on motion of Director Bettencourt.

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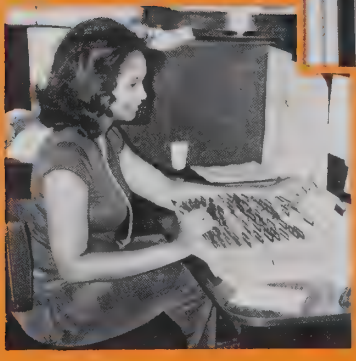


Newly-installed equipment speeds Responses at Information Center

Our 'Stockholders' Write

Now that Proposition 13 has passed, if you are going to cut out some of the AC Transit transbay runs, could you, please, keep the F buses running because here in Albany we have no BART station.

Also please don't slash the 40, 43, 43A buses as, again, they are needed for citizens of Albany.

Mrs. H. Carl
Albany

(Ed. Note: AC Transit's service is being carefully evaluated in light of the financial impact of Proposition 13. The only service adjustment now pending is elimination of some peak-hour bus trips on some transbay lines — an adjustment which will have little or no impact on riders. In the wake of passage of Proposition 13, the District is diligently seeking funding sources in order to maintain the integrity of transit service in all the communities we serve.)

* * *

Yesterday I boarded a bus at the corner of 20th and Telegraph, Oakland. This bus was operated by *James E. Johnson.*

At about 26th and Telegraph he stopped to let a passenger alight, then noticed a blind woman with a guide dog having a little difficulty. He asked the alighting passenger to find out from the blind woman whether she wanted to board his 43 bus. She responded in the affirmative, got on the bus, and told him where she wanted to go. He responded in a very courteous manner, informed her where to alight and which bus she could connect with at that point. Upon reaching her stop she alighted. He advised her where to find a bench on which to wait for the connecting bus.

I felt that this operator went beyond the call of duty in assisting this handicapped person. I realize from my many years in business that the public is very quick in complaining but so often neglect to mention the good deeds that our people perform who serve the public.

Irene V. Kenney
Oakland

* * *

You know, a strange thing happened today. I rode with Driver *A. A. Pangelinan* to the store. He was very pleasant and polite to all his passengers. His attitude made my day.

The bus I returned on was — you guessed it — Driver Pangelinan's. I noticed as elderly people disembarked, he wished them each a good day.

It will be extremely hard for me to have a bad day today, thanks again to your driver. His courtesy and quiet politeness to all is to be highly commended.

William A. Pepetone
Oakland

* * *

I am sure that *(Bernell Thomas* of Customer Services) worked very hard every time she goes out, but this occasion must have been some kind of record.

To take 125 pictures at the pace and with such grace was really remarkable. (The seniors) were all thrilled with their cards, thanks to her technical expertise.

Elaine Schneider
Alamo-Danville Seniors Center

(Ed. Note: Ms. Thomas, who received this letter, regularly visits outlying areas of the District to issue photo-ID Transit Discount Cards to eligible senior citizens and handicapped persons. Cards also are issued during normal business hours at Customer Services, Lobby Office, 508 16th St., Oakland, on Tuesdays, Thursdays and Fridays. *See picture, Page 6.)*

The call's the thing

New telephone equipment Speeds information services

For theatre goers "the play's the thing." But for Zada Malinak the call's the thing.

As customer information supervisor, Mrs. Malinak has overseen this month's completed installation of new PBX/Information equipment which will enable persons who call AC Transit to process their questions more quickly.

The $18,500 installation of new telephone hardware will not only provide easier handling of calls, it will also eliminate the need for amplifying any voices which previously were difficult to hear.

"This will certainly be an advantage in providing customers better service," Mrs. Malinak says in reference to the nearly 5,000 calls a day handled by the PBX/Information Center. "We think this will make it easier to identify problems as they arise and to solve those problems for our patrons," she says.

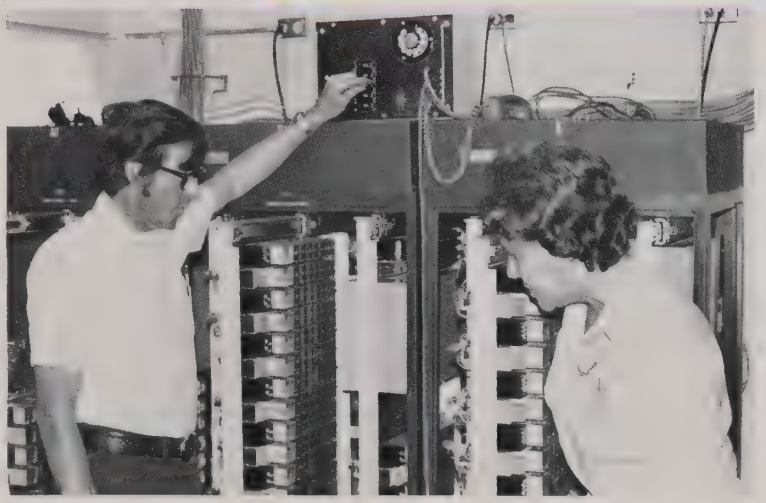
Faster processing of calls will also assist the 28 PBX/Information clerks in handling their jobs. With the new equipment, all calls will be processed by computer in order. Previously, calls were processed quickly, but in a random manner.

"This puts calls in a holding pattern and they are handled in sequence," Mrs. Malinak says. "A person who had to wait for a minute or two before should find wait time reduced now."

Additionally, the new equipment will allow for expanded telephone service, which reached its capacity as a result of the last four years of expansion in bus service to outlying areas.

Pacific Telephone and Western Electric have been working with AC Transit for four months on the new installation.

THE COVER — James Dooley (center photo), a Western Electric equipment installer, puts the finishing touches on new telephone hardware in the District's PBX/Information Center at Emeryville Division. This now-completed installation will enable PBX/Information clerks to accept and process telephone inquiries from transit patrons more rapidly. Clerks seen here are (clockwise from upper left) Rita Wells, Irene Davis, Marilyn Tott and Joyce Williams.



CONNECTIONS CHECK OUT — Zada Malinak, the District's customer services supervisor, and Western Electric equipment installer James Dooley inspect the latest addition to telephone hardware at the PBX/Information Center at Emeryville Division. Western Electric and Pacific Telephone worked four months on the installation, which is designed to permit faster handling of telephone inquiries.

Eight appointments are announced

Eight new appointments have been announced by General Manager Robert E. Nisbet.

R. J. Shamoon

L. A. Rosenberg

Robert J. Shamoon is assuming duties of assistant general manager for operations. Shamoon previously served the District as personnel manager.

Lawrence A. Rosenberg will serve as assistant general manager for administration. Rosenberg formerly was district secretary and administrative projects manager. He will continue to serve as district secretary.

Billie S. Lyle

Richard H. Bertz

Billy S. Lyle will take over responsibilities as acting personnel manager.

Richard H. Bertz, previously assistant general superintendent of maintenance, will be acting maintenance manager.

G. E. Grandison

G. L. Gross

George E. Grandison will serve as transportation superintendent at Richmond Division, with *G.L. "Mo" Gross* working as assistant superintendent.

Sterling Stewart Jr., is assigned acting assistant transportation superintendent for Seminary Division.

Sterling Stewart

D. E. DesBoine

Donn E. DesBoine has been appointed liaison for governmental affairs.

Greg Ford goes to Carnegie seminar

Greg L. Ford, the District's projects coordinator, will be attending the up-coming Carnegie-Mellon University program in transportation planning and design.

Ford is the sixth AC Transit representative to be selected for participation in the annual educational program, which attracts personnel from U.S. and foreign transit systems.

The six-week course begins in Pittsburgh, Pa., Sept. 11, and includes a two-week tour of selected public transportation systems in North American and European cities.

All Divisions meet Safe driving goals

Operators at all Divisions beat the safe driving goal by a comfortable margin during the month of July, setting a District-wide average of 17,878 miles per accident. The monthly goals is 13,250 miles per chargeable accident.

Drivers at Newark Division led the District, averaging 32,028 miles for each mishap; at Richmond Division, the average was 23,507 miles. Emeryville Division operators tallied 17,800 miles per accident; drivers at Seminary Division, 14,566 miles.

Old pro hangs it up

Tony Lucchesi retires following an illustrious public transit career

If there were a Transit All-Star Team and a Maintenance Hall of Fame, Anthony R. "Tony" Lucchesi would certainly be included in both of them.

The affable and well-liked Lucchesi "hung up his spikes" and headed for the showers following a gala celebration in his honor July 15 at the Oakland Hilton Inn.

His more than 45 years in public transit in the East Bay, culminating with his last 10 as maintenance manager, ranks among seniority records.

But his influence on transit was felt far beyond the immediate area. Recognized as one of the top maintenance men in the business, Tony was in constant demand from manufacturers and other properties to offer suggestions — they came from all over the country to seek "the coach's" advice.

He had plenty of experience coaching, having managed the semi-pro Southern Pacific Stores baseball team which won Northern California Championships in 1956, 1958, and 1960, as well as working with teams as divergent as little league and middle-aged Sunday just-for-funners.

Lucchesi, in fact, turned down a chance to play professional baseball himself when he chose instead to come to work for Key System, AC Transit's predecessor, in 1933.

His list of accomplishments in transit is startling. Among other things he either spearheaded, assisted on, or was responsible for: the decorated buses which spread good will during the holiday season each year; the Steam bus; the special cut-down Dial-A-Ride buses, which required removing five feet from the length of standard 35-foot coaches and improving passenger comfort; and a host of other things, most recently including work with manufacturers to develop a workable wheelchair lift for handicapped persons.

"It might not have been an absolutely perfect game, but Tony came as close to batting a thousand as any person ever has," says General Manager Robert E. Nisbet.

An enthusiastic golfer, Tony intends to spend a good deal of his time "chasing the little white ball" in hopes of reducing his already impressive handicap in the low 80's.

Also, although he definitely claims he is "not over the hill," he might occasionally be found "enjoying the entertainments over the hill in the State of Nevada."

He may have concluded some innings, but for Tony Lucchesi, the game is far from over.

ALL-STAR PERFORMER — A. R. "Tony" Lucchesi (below) with rendering of the "cut-down" bus — one of his many successful projects — and (left) receiving retirement pin from General Manager Robert E. Nisbet after a busy 45-year career.

CUSTOMER'S SERVED — Josephine Radovich of Oakland (right) joins the ranks of bus riders holding Bay Region Transit Discount Cards. Bernell Thomas of Customer Services (left) issues the cards in the Lobby Office, 508 16th St., Oakland, on Tuesdays, Thursdays and Fridays. On Mondays and Wednesdays, Ms. Thomas and the camera travel throughout the District to serve card recipients. Discount ID cards identify senior citizens and certified handicapped persons eligible for reduced fares on all Bay Region transit systems. In the three years of the program, Customer Services has issued IDs to more than 26,000 East Bay residents.

Bus fares for young riders in the City of Concord increased to 25 cents this month.

Fares for other riders on Concord's local service, operated by the District under contract, remained unchanged: 25 cents for adults, 10 cents for seniors and handicapped riders with proper identification.

The adjustment in fares for children and students was adopted by Concord's City Council late last month.

Two pensioners taken by death

Lloyd Beekman, 81, a retiree since 1961, died July 12 in Sacramento. At the time of his retirement as a class-A mechanic, Emeryville Division, he had completed 25 years of transit service.

After joining Key System in the thirties, Beekman was a carpenter and car body repairman before transferring to building maintenance.

Funeral services were in Sacramento.

Beekman is survived by his widow, Hortense, and a daughter, Paula Stahr.

Tri-Delta Transit Gets new coaches

Improved passenger comfort is the feature riders will notice most with the arrival of special cut-down buses going into service with Tri Delta Transit this month.

These GMC "new look" buses began their service lives as standard city coaches — 35 feet long.

Maintenance men at AC Transit sliced six feet from the middle, creating 29-foot coaches well-suited for use in residential neighborhoods but with the same sturdiness as standard buses.

The refurbished vehicles have an interior elegance new to public transit, with carpeted ceilings and floors and sizeable fabric-covered seats for 18 riders.

AWARD-WINNING PERFORMANCE — Acting Maintenance Manager Richard H. Bertz hangs the District's 16th consecutive Fleet Owners Maintenance Efficiency Award. This honor is bestowed annually on transit properties whose record of bus maintenance meets standards based on equipment longevity, total miles per year in use, and cost of repairs.

Richard Cartwright Jr., a retiree since 1975, died at his home in Pittsburg August 7 at the age of 61. He had begun and ended his 22 year transit career as a driver at Emeryville Division.

Funeral services were held in Oakland, followed by burial in El Sobrante.

Cartwright is survived by his widow, Mary, and four children — all currently AC Transit bus drivers — Richard C., John W., and Bernice Cartwright, and Geraldine Rampola.

June Financial Report

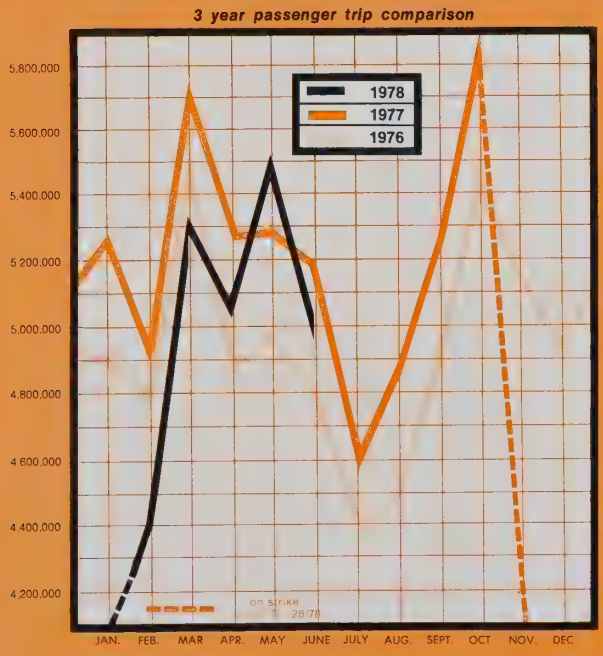
Passenger Trips	June, 1978	June, 1977	% Change
East Bay	3,588,551	3,777,745	-5.0
Transbay	1,089,139	1,114,150	-2.2
Fremont/Newark	114,449	114,133	.3
Contract Services:			
BART	106,260	97,381	9.1
Concord	50,094	47,246	6.0
Pleasant Hill	10,774	10,662	1.1
Moraga	13,497	12,968	4.1
Pittsburg/Antioch/ Brentwood*	11,872	5,487	116.4
Total	4,984,636	5,179,772	-3.8
Fare Revenue			
East Bay	$ 686,965	$ 734,376	-6.5
Transbay	577,508	586,673	-1.6
Fremont/Newark	21,497	21,463	.2
Contract Services:			
BART	34,325	31,381	9.4
Concord	8,417	7,646	10.1
Pleasant Hill	1,489	1,452	2.5
Moraga	2,252	2,095	7.5
Pittsburg/Antioch/ Brentwood*	2,968	1,370	116.6
Total	$1,335,421	$1,386,456	-3.7
Service Miles			
East Bay	1,373,051	1,411,720	-2.7
Transbay	760,637	765,390	-.6
Fremont/Newark	131,549	123,051	6.9
Contract Services:			
BART	143,027	128,628	11.2
Concord	46,729	45,307	3.1
Pleasant Hill	10,384	10,361	.2
Moraga	17,460	17,096	2.1
Pittsburg/Antioch/ Brentwood*	34,219	28,291	21.0
Total	2,517,056	2,529,844	-.5

*Contract service in Pittsburg/Antioch/Brentwood inaugurated June 6, 1977.

System expenditures, including allocation for depreciation and interest and principal on bonded debt, totaled $6,369,532. Operating income amounted to $1,703,879. Total income, including proceeds from property and sales taxes and Federal operating assistance amounted to $4,716,322, leaving $1,653,210 to be offset by accumulated cash reserves.

Contract services are being fully paid for by the communities involved.

Nationally, the transit industry showed an increase of 4.74 percent in total passengers carried.



Actions of the Board

At an adjourned regular meeting July 26, the Board of Directors:

- Appointed Robert E. Nisbet General Manager and established salary, on motion of Director Godkin.
- Referred to management for evaluation all bids for bus batteries received in response to Regional Transit Association proposal, on motion of Director Rinehart.
- Authorized General Manager to execute contract with UMTA for capital assistance grant for Pittsburg-Antioch Urbanized Area, on motion of Director Rinehart.
- Authorized participation in APTA Annual Meeting and in Bay Area Urban Transit Institute, on motion of Director Bettencourt.
- Authorized one participant to attend Professional Program in Urban Transportation, on motion of Director Rinehart.

* * *

At an adjourned regular meeting August 16, the Board of Directors:

- Authorized General Manager to enter into a Joint Exercise of Powers Agreement establishing an association of Bay Area public transit operators (Regional Transit Association).

Transit-Times

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JEAN A. HOLMES ..... Ward V

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Lawrence A. Rosenberg ..... Assistant General Manager for Administration and District Secretary
Robert J. Shamoon ..... Assistant General Manager for Operations
Richard H. Bertz ..... Acting Maintenance Manager
J. Dale Goodman ..... Transportation Manager
Ozro D. Gould ..... Claims Manager
John A. Krajcar ..... Purchases and Stores Mgr.
Donald S. Larson ..... Manager of Planning and Research
Billy S. Lyle ..... Acting Personnel Manager
Stanley O. Pearce ..... Superintendent of Safety and Training
Warren E. Robinson ..... Transportation Engineer

Fremont/Newark have a new look

There will be a "new look" on the streets of Fremont and Newark beginning this month as AC Transit replaces older coaches currently providing public transportation in the two communities.

A total of 11 buses initially will be put into service, with four more to be added in the next few weeks.

The 51-passenger coaches will replace 48-passenger coaches built in 1958. The 40-foot long buses provide a more spacious interior for passenger comfort and have air suspension for a comfortable ride.

Additional passenger benefits include larger windows for greater visibility, lower entrance steps for easier boarding, and improved fabric-covered seats.

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Transit-Times

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OCT 16 1978

UNIVERSITY OF CALIFORNIA

Operators achieve An all-time safety Record in August

Our 'Stockholders' Write

The twelfth consecutive program of Summer Fun Tours ended September 1, and passengers' reactions again reflect the popularity of the one-day trips. Included here are a few of the comments the Tour Office received from tour riders this year.

What a marvelous time we had on your tour to Point Reyes. Outside of the day being perfect, so was our driver. Thank you so very much and I truly hope you will continue offering these one-day trips.

Mrs. H.C. Miller
Oakland

* * *

You are doing us as well as many other senior citizens a great favor by having these tours each summer, as it gives us the opportunity to get out and see some of the beauty in our great State of California, something which is not possible when we don't have cars.

We hope very much that you will continue to sponsor these tours and find many new and interesting places for us to visit.

Norma Denske
Oakland

* * *

The one-day "Fun in the Sun" tours are a sheer delight . . . a wonderful way to get away for a day, especially for people who have no other means for an outing. Keep up the good work.

Leona Bansmer
Oakland

* * *

Thank you for making available to the public the many pleasant trips to local places of interest, especially for those of us who don't care to drive. I certainly hope future trips will again be made available.

M.S. Trenery
Oakland

* * *

I would like to express my thanks for your Sunshine Fun Tours. I have enjoyed all trips I have gone on and hope they will be continued in coming years.

Anna Buck
San Francisco

* * *

I have thoroughly enjoyed all of the trips I reserved. The 20 selections were marvelous: not only the missions, California historical places, forests, etc., but also the journeys through picturesque countrysides. Thanks, too, for each trip's history and facts on cities and places on the journey.

Agnes Egan
San Francisco

* * *

Would like to thank you for the nice summer tours we had. Sure did enjoy them. The driver, *Roy Wall,* was also very nice — courteous. Hope you will have tours again next summer.

H. Leyer
San Leandro

Operators' safe driving statistics soar To the highest level in District history

District drivers achieved an average of 20,889 miles between accidents in August — the highest monthly average in AC Transit history.

At all four divisions, drivers exceeded the monthly safety goal — 13,250 miles between chargeable accidents — by wide margins.

Newark Division drivers led the way, motoring a total of 280,294 miles with just seven accidents during the month — an average of 40,042 miles per mishap.

Richmond Division operators registered 22,385 miles for each accident while driving a total of almost half a million miles in August.

At Emeryville Division, where total mileage logged was 896,640, drivers tallied a 21,896 mile average.

And at Seminary Division, operators registered 17,270 miles per mishap while totaling almost one million miles for the month.

In reporting the August achievement, Superintendent of Safety and Training Stanley O. Pearce notes drivers have been accumulating impressive safety statistics for the past year.

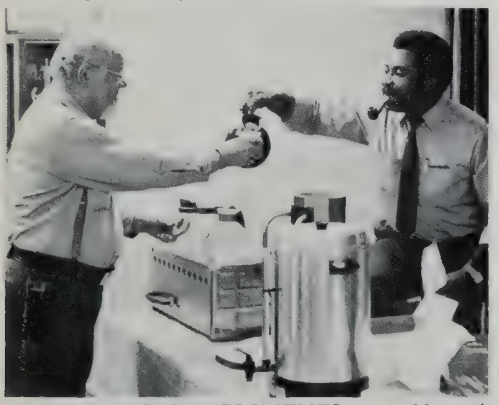
Three of the four divisions beat the monthly "safety bogey" — 13,250 miles per mishap — seven times in the last seven months.

The four divisions exceeded that monthly mark a total of 34 times in the last fiscal year.

"The record for the entire year has been good," says Pearce.

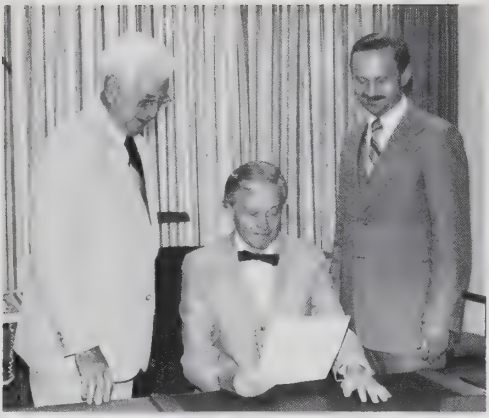
"August's was the best yet — a record we can be proud of," he added. "But we'll be working to do even better."

THE COVER — Some of the many operators who achieved the best monthly safe driving record in District history in August. Coffee, doughnuts and congratulations — organized by Safety and Training Department each month a division beats its "safety bogey" — were earned again by drivers at all divisions. Seen here are Dorsey B. Simmons and Elizabeth McMillan of Emeryville Division (upper left), Peter Strong and coworkers at Seminary Division, and Richard Sherrill with doughnuts at Richmond Division.



COFFEE AND COMPLIMENTS — At Newark Division early this month, Driver O.W. Perdue was one of the many operators to accept congratulations from the District and Instructor Ben Davis (right) for their safe-driving achievement in August.

SAFE DRIVER — Operator Mike Rallis receives his 25-year Safe Driving Award from General Manager Robert E. Nisbet. Rallis has carried more than 2,000,000 passengers safely over 1,000,000 miles. He is the 26th AC Transit driver to reach the record 25-year mark of safe driving without a chargeable accident. Rallis says his personal formula for safety on the road is "defensive driving and anticipating what other vehicles might do."



ANNOUNCING APPROVAL — John L. McDonnell, president of the Board of Directors, and General Manager Robert E. Nisbet (center) get the news from UMTA Regional Director Dee Jacobs (right). Officials in the nation's capital approved an $11 million federal grant to the District for capital acquisition. The funds will provide for future purchase of 95 advance design buses — 75 for use in the urban East Bay, 20 more to be employed in contract service or where needed — plus a substantial amount of support equipment.

AC Transit Directors set a property tax rate for fiscal 1978-79 of 2.6 cents per $100 assessed valuation in Special Service District 1, which includes the 11 urban cities between San Pablo and Hayward.

Meeting late last month, Directors established this rate in order to fund principal and interest on bonded debt incurred when voters created the transit district.

Summer tours a success

The twelfth successful season of AC Transit's popular Summer Sunshine Fun Tours ended September 1st.

This year, the one-day Tours consisted of 20 different daily trips to a total of 34 interesting destinations in and around the Bay Area and Northern California.

A total of 3,200 riders — nine out of ten of them adults — enjoyed the 83 days of tours during the 1978 season.

The District employed 101 buses to cover the 13,144 total tour miles to historical sites, amusement centers, wineries and parks and through scenic countryside.

New local service begins

New bus service got off to a lively start in western Contra Costa County September 5th with a parade of ceremonies.

A District bus led a "WestCAT" (county area transit) coach start-up day as celebrants cut ribbons at Hilltop Shopping Center in Richmond, then in Pinole, Hercules, Rodeo and Crockett.

Regular "WestCAT" service was inaugurated on four feeder routes in Rodeo, Hercules and Pinole — operated by Western Contra Costa Transit Authority — initially accommodating up to 2000 riders a day.

The local contract with AC Transit extended Line 78A from San Pablo through the area to Crockett, and provides for transfer connections along the extended route, with BART express buses in Pinole and at District stops at Hilltop in Richmond.

INAUGURATION DAY PARADE—The John Swett High School Band of Crockett led the way September 5th. The second parade unit was a District bus, heralding extension of AC Transit service through western Contra Costa County to the Carquinez Strait. Line 78A now operates weekdays between Crockett — via Rodeo, Hercules and Pinole — and the Richmond-El Cerrito area. Concurrently, the Western Contra Costa Transit Authority — which contracted for Line 78A extension — inaugurated its own local feeder service, christened "WestCAT" (county area transit). Reciprocal transfers between systems gives the WestCAT rider access to AC Transit mainline bus and BART train service for a single fare.

Rider survey will Help District plan Transit future

Bus riders on every AC Transit line are asked this month to help the District plan for future mass transportation in the East Bay.

Random surveys are being taken on all local, express and transbay bus lines to collect basic information about the people who use public transit and the kinds of trips they make.

Survey-takers distribute and then collect brief questionnaires which require only a few minutes of the rider's time.

The questionnaires elicit information about riders' origins and destinations, frequency of use of buses, usage of transfers on District service or to other transportation modes and systems, and reasons for traveling — i.e., to school, work, shopping, etc.

Survey results will provide AC Transit with statistical information which will be one of the important guides in planning improvements to meet future transit needs.

The random sampling is being carried out throughout the 600-square-mile service area — from Brentwood to Crockett, San Pablo to Newark — during three weeks of September and October.

SERVICE SURVEY — Watched by a TV news electronic eye, Janet Motika asks riders to complete survey questionnaires. Newsmen helped inform patrons of the District-wide sampling.

A route change and a service extension on Line 306 in Concord become effective Oct. 1.

Midday on weekdays and on Saturdays, Line 306 between BART/Concord and Sun Valley Shopping Center — presently operating on Willow Pass Road — will be rerouted to operate via Concord Ave.

Line 306 (designated Line 306B) will be extended to operate from BART/Concord past the present terminal at Mohr Lane and Del Rio Circle to continue to BART/Pleasant Hill.

Employee, two pensioners taken by death

George L. Harrison, a schedule analyst when he retired in 1968, died in Castro Valley September 1 at the age of 76.

Harrison began his 43-year transit career as a streetcar motorman in 1925, and subsequently served in a variety of capacities in Transportation before his transfer to Schedules in 1951.

Funeral services were held at Chapel of the Chimes in Hayward.

Harrison is survived by his widow, Ellen, and daughters Shirley and Janet.

Wilma Stacy, who was a bus driver at Seminary Division when she retired in 1967, died in Hayward September 11 at the age of 69.

She moved behind the wheel of a bus in 1945, and spent the last 20 years of her career serving riders and making friends on Line R between San Francisco and Hayward.

Funeral services were held in Berryville, Arkansas.

Mrs. Stacy is survived by a son, Rex, and a daughter, Jerry.

Cathleen M. Skinner, a bus driver at Seminary Division since 1976, died in Oakland September 7 at the age of 28.

Funeral services were held in Oakland, followed by burial in Richmond. Ms. Skinner is survived by a son, Ronald, and a sister, Shirley Allen.

Transit pros opt for leisure life

Eleven District employees are headed for retirement after transit careers adding up to a total of almost three centuries of service to East Bay bus riders.

Thomas Almeida, a driver at Seminary Division when he retired August 1, had joined the District's predecessor — Key System — in September of 1954. He and his wife, Eva, now make their home in Orangevale, California.

Esther Baber's 36-year transit career ends officially October 1, with her retirement as a dispatcher at Richmond Division. She began as a bus driver, in 1942, and subsequently served for three decades as a dispatcher.

Francis Eaton went to work in Maintenance in 1947, and remained in that department in various capacities through his retirement as a mechanic, Seminary Division, August 1. Eaton makes his home in Richmond.

Clifford Edwards, a bus driver at Emeryville Division, ended a 32-year transit career with his retirement September 1. Edwards resides in Oakland.

Charles W. McMillan, who joined the District's predecessor in 1959, retired as an Emeryville Division bus driver August 1. He and his wife, Elmyra, now have a new address — in Jefferson, Texas.

Bus Driver *Darrell W. Reaves* also retired at Emeryville Division August 1 after 32 years of transit service. Reaves and his wife, Dorothy, make their home in San Leandro.

Murl L. Rhoads, a driver at Emeryville Division, joined the District in 1964. With his retirement effective August 1, Rhoads and wife, Myrtis, changed their address from San Pablo to Agra, Oklahoma.

Richmond Division Driver *Joseph L. Roy* ends his 38-year career with retirement October 1. Roy, who joined Key System in September of 1940, makes his home at Point Richmond.

Another veteran of 38 years service is *Clarence Sullivan,* until August 1, a driver at Seminary Division. Sullivan and his wife, Judy, make their home in Oakland.

Driver *Lawrence J. Spindler* ended 20 years behind the wheel with his retirement at Newark Division August 1. Spindler and wife, Hazel, changed their address from San Leandro to Stratford, Wisconsin, after his retirement.

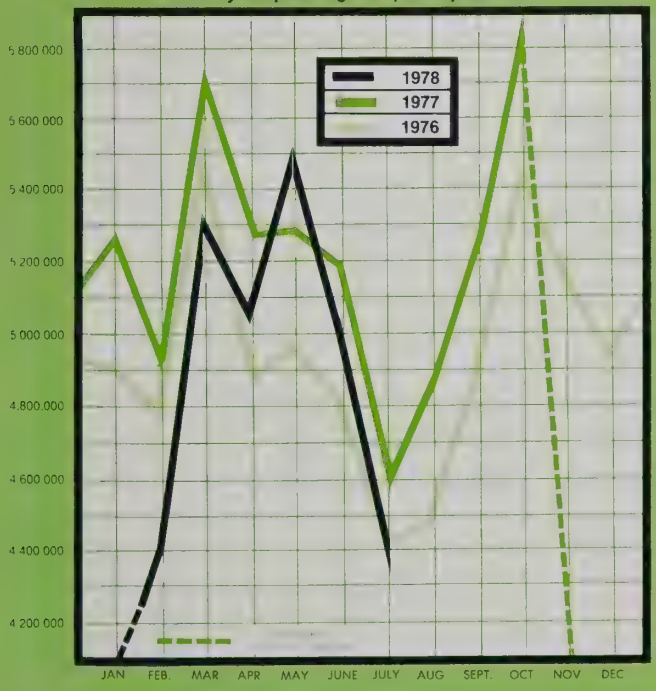
And Driver *Dorothy Torrenga,* a familiar face on Line 18 for a quarter of a century, ended a 36-year career with her retirement late last month. (See photo below.)

CAKE AND KUDOS—Operator Dorothy Torrenga's 36-year transit career ended late last month with a surprise party at the end of the line. Mrs. Torrenga joined Key System — AC Transit's predecessor — as a streetcar operator in 1942. In the years since then, she's been a favorite of transit patrons. She has operated Line 18 for more than 25 years, coming to know two and three generations of families who were regular riders. On her final run, many riders she befriended were waiting at the end of the line with cake, coffee, compliments and fond farewells.

July Report

Passenger Trips	July, 1978	July, 1977	% Change
East Bay	3,125,791	3,302,019	-5.3
Transbay	920,980	1,024,101	-10.1
Fremont/Newark	99,127	102,847	-3.6
Contract Services:			
BART	103,734	87,407	18.7
Concord	38,785	39,578	-2.0
Pleasant Hill	8,462	9,293	-8.9
Moraga	11,337	14,509	-21.9
Pittsburg/Antioch/ Brentwood	9,575	7,813	22.6
Total	4,317,791	4,587,567	-5.9
Fare Revenue			
East Bay	$ 672,821	$ 668,921	.6
Transbay	550,487	564,353	-2.5
Fremont/Newark	20,042	19,473	2.9
Contract Services:			
BART	33,708	28,502	18.3
Concord	6,408	6,064	5.7
Pleasant Hill	1,066	1,295	-17.7
Moraga	1,960	2,463	-20.4
Pittsburg/Antioch/ Brentwood	2,391	1,953	22.4
Total	$1,288,883	$1,293,024	-.3
Service Miles			
East Bay	1,321,775	1,369,334	-3.5
Transbay	679,569	700,488	-3.0
Fremont/Newark	125,130	116,697	7.2
Contract Services:			
BART	153,255	118,247	29.6
Concord	45,266	44,008	2.9
Pleasant Hill	9,390	9,425	-.4
Moraga	15,880	15,831	.3
Pittsburg/Antioch/ Brentwood	31,329	29,753	5.3
Total	2,381,594	2,403,783	-.9

3 year passenger trip comparison



Actions of the Board

At an adjourned regular meeting August 30, the Board of Directors:

- Awarded contract to Buehrer, Inc., for forklifts, on motion of Director Rinehart.
- Rejected all bids received in response to Regional Transit Association proposal for procurement of oil seals, on motion of Director Rinehart.
- Approved minor adjustments in Line 51 route in Berkeley and in headways on transbay lines, on motion of Director Bettencourt.
- Authorized General Manager to issue request for proposal for purchase and installation of computer, on motion of Director Rinehart.
- Established new rates for charter services, on motion of Director Rinehart.
- Adopted resolution establishing tax rate to pay costs of bond debt in Special Transit Service District 1, on motion of Director Rinehart.

* * *

At a regular meeting September 13, the Board of Directors:

- Awarded contract to Power Plus Batteries Co., in conjunction with Regional Transit Association proposal for procurement of bus batteries, on motion of Director Rinehart.
- Appointed General Manager the District's representative to San Francisco Bay Area Transportation Terminal Authority and appointed Assistant General Manager for Administration alternate representative, on motion of Director Bettencourt.
- Authorized Assistant General Manager for Operations to sign District warrants in the absence of General Manager, on motion of Director Bettencourt.

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WILLIAM J. BETTENCOURT ..... Ward IV
JEAN A. HOLMES ..... Ward V

MANAGEMENT

Robert E. Nisbet ..... General Manager
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Robert J. Shamoon ..... Assistant General Manager for Operations
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J. Dale Goodman ..... Transportation Manager
Ozro D. Gould ..... Claims Manager
John A. Krajcar ..... Purchases and Stores Mgr.
Lawrence S. Kurz ..... Treasurer-Controller
Donald S. Larson ..... Manager of Planning and Research
Billy S. Lyle ..... Acting Personnel Manager
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INSTITUTE OF GOV. STUDIES
109 MOSES HALL
BERKELEY, CA 94720

40637

Vol. 21, No. 4 OCTOBER 1978

Transit-Times

NOV 14 1978

Training prepares drivers To operate articulated buses

Our 'Stockholders' Write

I am writing again about the heaters being turned on in the coaches. It has been various drivers and various coaches but the problem is exactly the same. Every day I have to either put up with it, find a seat where I can open a window, or nag the driver day after day to turn the heat off.

It is unbelievable to me that in this temperate climate the heaters need to be on. I can understand heating the buses first thing in the morning to warm the interior, but then the heat should be turned off.

Mrs. J. R. Stallings
Alameda

(Ed. Note: Please be assured that we are concerned about the problem of ventilation in our buses. Maintenance Department is working to make heater controls easier for drivers to regulate. Also, Transportation Department has posted a bulletin reminding drivers to make every attempt to control heat in buses so as to provide optimum comfort to riders.)

* * *

I would like to express a very meaningful THANK YOU to one of your drivers. *Claude Day* drives the D line bus out of Walnut Creek. That bus carries many school children in addition to commuters and it's difficult to keep to the schedule but Day tries very hard not to be late. He's also a very good, safe driver and an extremely nice person.

Another driver that needs a pat on the back is *Frank Armas,* on the D line in the morning. He's always on time getting me to work.

Thank you for two excellent drivers.

Phyllis T. Dimick
Livermore

I wish to thank all those involved in the prompt refund of $19 to me (the remainder of a $20 bill I mistakenly placed in the farebox of the San Francisco bus from Richmond).

I also wish to congratulate everyone at AC Transit for the fine service you provide me and all who prefer to take the bus.

Valerie Alvarez
San Pablo

* * *

This letter is to extend thanks on behalf of West Contra Costa County Transit Authority for the exemplary services of *Gene Gardiner, Mike Mills,* and *Carl Knutson.* Their advice and expertise was invaluable in helping to produce the WestCAT Bus Service program, which is proving to be an economical and popular service.

The success of this system owes itself, in part, to their great assistance for which we express our many thanks.

Tom Gozzano, Chairman
WCCCTA

* * *

We have had many drivers on the Treasure Island bus that I ride. Most of them are fine drivers.

Mr. *Charles Johnson,* however, is somehow a little more special. People on the bus all like him, I know. He has a pleasing manner, is meticulous in appearance, is courteous to everyone, and is a very safe driver.

AC Transit is, I am sure, proud of this fine employee.

Mrs. B. Margot
Alameda

Operators train in bus-that-bends

Veteran drivers are learning to operate a new transit vehicle — a coach 20 feet longer than the standard city bus.

By mid-October, more than 110 District drivers had been taught the intricacies of handling the new 60-foot articulated coaches.

These vehicles have an accordian-like connection enabling them to bend in the middle to better negotiate highways and byways.

Riders will be noticing improvements in comfort inside the new vehicles: seats for up to 69 passengers, large windows for better visibility, and air-conditioning.

Drivers already notice mechanical features which make for easy operation: four-speed automatic transmissions with push-button shift selectors, power-assisted steering, and the self-steering "trailer" section.

Rear wheels of the articulated coach steer in concert with the front wheels for maximum cornering ability, while the diesel engine powers the center of the coach's three axles.

"Taking straight streets and turns in this bus isn't much different from driving a conventional two-axle bus," according to Chief Instructor Cecil Gross.

"But in this driver's seat, you have to keep in mind 20 extra feet of length — and that trailer back there.

"This bus handles beautifully. But like any other bus, it does demand constant alertness — defensive driving."

STATE OF CALIFORNIA
BUS LIBRARY
NOV 14 1978

Thirty of these lengthy M.A.N. (Maschinenfabrik Augsburg Nurnberg) buses were ordered by the District in 1975.

Delivery began this summer, and the coaches are now scheduled to be phased into service on heavily-patronized lines.

THE COVER — Training Department takes to the streets to teach the art of handling the articulated coach. On a lightly-traveled Berkeley Marina street (upper photo), drivers check effects of steering while lengthy vehicle is near curb. Operators Ron Ford, C. C. Ferrell, and J. G. Watson (left to right, lower left photo) listen as Instructor C. H. Benson explains controls housed behind exterior access panels; and (lower right photo) Benson fields a question from Ford while Ferrell wheels bus through the training session.

Voters of District Choose 4 Directors In election Nov. 7

Four positions on the Board of Directors will be filled when District voters cast ballots November 7.

Fifteen candidates will be vying for seats on the board, including Incumbent Directors Paul B. Godkin, Roy Nakadegawa, John L. McDonnell, William J. Bettencourt, and Jean A. Holmes.

Six candidates have filed for Director-at-large; five for Ward 3 (Alameda, Piedmont, and Oakland's Dimond, Fruitvale, Melrose, Mills College, Oakmore, Seminary, Piedmont Pines, and Montclair districts); one for Ward 4 (San Leandro, Castro Valley, San Lorenzo, and part of Oakland); and three for Ward 5 (Fremont, Newark, and most of Hayward).

Please yield these seats to elderly and handicapped persons when needed.

Notices now posted on all coaches request patrons to yield seats behind the driver and near the front door to persons who are handicapped or elderly.

The priority seating is identified by this orange, yellow and black decal affixed to the window.

Inauguration of the priority seating program follows last year's study of transportation needs of senior citizens and disabled persons.

BAUTI ends '78 seminars

Twenty-four participants representing eight transit organizations attended the year's final Bay Area Urban Transit Institute, held October 16-20.

AC Transit is a joint sponsor of the seminars, which spotlight the varied functions contributing to transit operations.

PRETTY PASSENGERS — Not all AC Transit coaches carrying Oakland Raiders advertising also carry a contingent of comely Raiderettes. This one was graced with a trio of official Raider rooters purely for promotional purposes: for Fall, for football, for transit advertising, and for the system's service to Raiders games.

All divisions reach September safety goal

Drivers in all four divisions achieved the September safe-driving goal — 13,250 miles between chargeable accidents — while driving a total of 2,455,553 miles during the month.

Newark Division topped the safety list, with drivers logging 37,242 miles per accident. Richmond Division came in second in the totals with 17,821 miles between accidents. Seminary Division's tally was 16,767 miles per accident; Emeryville's was 16,249 miles between mishaps.

Employees Turegano, Jackson, Moss meet deaths

Three employees died within recent weeks.

Albert P. Turegano, 60, a claims adjustor, died September 29 at his home in Piedmont. In his 15 years with the District, he served as a driver at Emeryville Division, then transferred to Claims in 1976.

He was a native of Texas, where funeral services were held.

Turegano is survived by three sons, George, Preston and Walter Turegano, and a daughter, Nora Hernandez.

Kenneth Daniel Jackson, 29, a driver since 1972, died in Oakland on October 5. He worked at Emeryville Division.

Funeral services were held in Oakland.

Jackson is survived by his father, Herbert H. Jackson.

Oliver Moss, 51, a mechanic and relief working foreman at Seminary Division, died October 16 in Oakland. He had been employed by the District for 15 years.

Funeral services were held in Oakland.

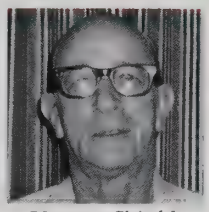
He is survived by his widow, Irene, and five children: Olivia, Oliver, Jr., Kevin, Kathryn, and Charlotte.

Retirement Report

More retirees look ahead to leisure

David Rodrigues

Carl Robinett



Vernon Shinkle

David "Rod" Rodrigues, retiring as maintenance superintendent, Newark Division (he served in the same capacity previously at Richmond Division), doesn't expect to be at all bored during his retirement years. He plays golf three times a week, looks forward to doing some traveling, and enjoys crafting items out of metal and wood.

A woodworking project that's his current pride is a dollhouse he created (including the tiny furniture) at the request of one of his daughters.

When "Rod" joined Key System in 1938, he was assigned to track and roadway maintenance, then became a mechanic in 1941. Returning from Army service in 1946, he became a bus maintenance foreman. He's been a maintenance superintendent since 1963.

"Rod" and wife Mary have five children: David, Patricia, Joseph (who works in Emeryville Division's unit room), Pamela, and Donald. There are also four grandchildren, with number five due this spring.

Joining Key System in 1939, *Carl "Robbie" Robinett* was assigned to track, roadway, and train maintenance prior to an interruption for four years of service in the Army. Returning to civilian life in 1945, he became a mechanic on the trains until they were phased out in 1958. He then was assigned to Maintenance at Seminary Division, where he worked to keep buses in top working order until his date of retirement.

The Robinetts are long-time residents of San Lorenzo. "Robbie" and wife Hazel have two sons, Tim and Ronald (who works in Maintenance at Newark Division), plus two grandsons, Eric and Bryan.

Their retirement plans call for some fishing and some traveling.

Vernon Shinkle, operator at Newark Division and previously at Seminary Division, was a veteran driver before he joined AC Transit 15 years ago. He had driven previously for San Francisco's MUNI and for transit systems in St. Louis, Mo., and Los Angeles. In all, he worked for 32 years as a driver, but he singles out AC Transit as "the best I ever worked for."

Vernon, wife Betty, and son David, 14, will be moving from Fremont to Arkansas by the end of the year. They plan to acquire property in that state, which Vernon describes as "loaded with good fishing."

The Shinkles have two other children, Patricia and Anthony, and are the grandparents of Darrell, 8, and Chad, 6.

John V. "Jack" Wright, retiring with 15 years of service as a driver at Seminary Division, actually began as an operator for Key System in 1946. After four years, however, he moved to a farm in Nebraska, remaining there for 13 years before deciding that "the small farmer doesn't have much chance." He returned to driving in 1963.

Wright's leisure plans center around his home on Bethel Island, where he enjoys "puttering around" the yard; around his 28-foot boat, which he uses for frequent fishing trips; and around such projects as restoring a vintage pick-up truck.

The family consists of wife Estelle, daughters Delores and Carol, four grandchildren, and five great-grandchildren.

Transit Time-Capsule

1903-style commuters Liked speed, comfort Of new Key service

Time-conscious commuters are not purely products of the last, harried half of the twentieth century.

There certainly were enough of them in the East Bay 75 years ago to provide the highly successful launching of Francis M. "Borax" Smith's fast new train-ferry system geared to the promise of 35-minute runs from Berkeley to San Francisco.

Smith's Key Route electric train service, inaugurated in Berkeley on Oct. 26, 1903, initially consisted of 41 trains and two ferries to serve transbay travelers daily. East Bay riders boarded the clean, quiet trains with their electrically-illuminated coaches (rival SP's steam-powered trains still used oil lamps) for the short ride to the new 3¼-mile-long ferry pier stretching across Oakland's tidelands to deep water.

There, they boarded a ferry (the Yerba Buena and the San Jose were the first two in service) bound for San Francisco.

Patronage was such that, in less than two weeks, hourly service became half-hourly, with 67 trains running daily. Only three weeks later, 20-minute service was offered, with 73 trains daily.

In its East Bay debut, electric-powered rapid transit had proved not only technically feasible but appealing enough to insure immediate and enthusiastic acceptance.

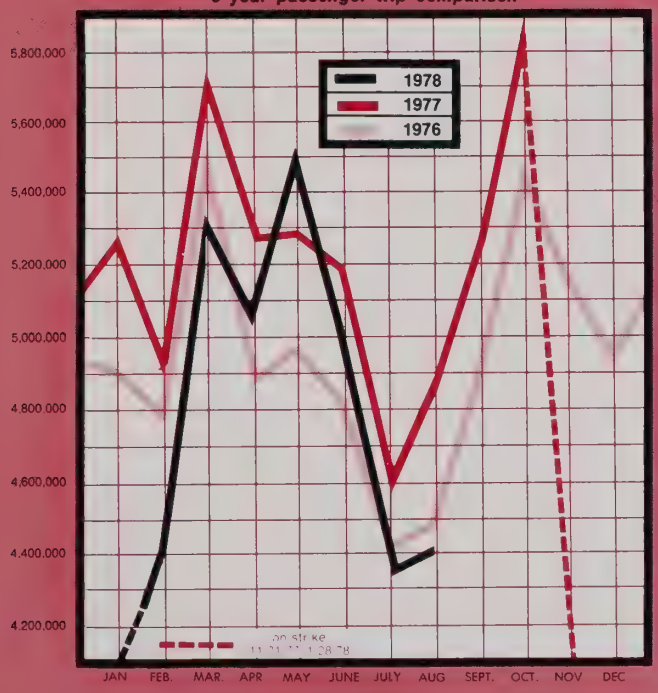
Famed logo

RAIL AND FERRY TALE—In the photo at top of page, three forms of early-century transportation are shown: trains (right of Key Route depot), steam-powered ferry (left) and sailing ships. The other photo above shows the Yerba Buena, which made the inaugural Key Route Oakland-San Francisco run in 1903, entering its slip. By 1909 the train-ferry service had expanded to serve all the East Bay communities noted on the system's distinctive symbol (above).

August Report

Passenger Trips	Aug. 1978	Aug. 1977	% Change
East Bay	3,116,924	3,443,630	-9.5
Transbay	993,045	1,128,423	-12.0
Fremont/Newark	98,558	104,687	-5.9
Contract Services:			
BART	116,038	98,923	17.3
Concord	44,494	44,746	-.6
Pleasant Hill	11,348	9,882	14.8
Morage/Orinda	15,003	14,005	7.1
Pittsburg/Antioch/-Brentwood	9,690	8,583	12.9
Total	4,405,100	4,852,879	-9.2
Fare Revenue			
East Bay	$ 856,458	$ 704,064	21.6
Transbay	715,770	626,743	14.2
Fremont/Newark	24,096	19,688	22.4
Contract Services:			
BART	37,877	31,988	18.4
Concord	8,420	7,275	15.7
Pleasant Hill	1,692	1,338	26.5
Morage/Orinda	2,792	2,149	29.9
Pittsburg/Antioch/-Brentwood	2,434	2,146	13.4
Total	$1,649,539	$1,395,391	18.2
Service Miles			
East Bay	1,385,452	1,429,584	-3.1
Transbay	740,368	757,433	-2.3
Fremont/Newark	135,491	128,573	5.4
Contract Services:			
BART	161,937	133,279	21.5
Concord	51,728	49,667	4.1
Pleasant Hill	10,844	10,849	—
Moraga/Orinda	18,197	18,214	-.1
Pittsburg/Antioch/-Brentwood	35,895	34,247	4.8
Total	2,539,912	2,561,846	-.9

3 year passenger trip comparison



Actions of the Board

At an adjourned regular meeting September 20, the Board of Directors:

- Referred to management for evaluation all bids for bus driver uniform shirts and blouses, on motion of Director Rinehart.
- Approved job descriptions and staffing recommendations for the Personnel, Finance and Administrative departments, on motion of Director Holmes.

* * *

At a regular meeting October 11, the Board of Directors:

- Referred to management for evaluation all bids for a medium scale general purpose computer system, on motion of Director Nakadegawa.
- Awarded contract for furnishing uniform shirts and blouses for drivers to The Hub, on motion of Director Rinehart.
- Authorized General Manager to advertise and seek bids for lightweight uniform trousers and slacks for drivers, on motion of Director Nakadegawa.
- Authorized two management representatives to attend Transit Data Summaries Group meeting November 14-16, on motion of Director Bettencourt.
- Authorized elimination of weekend bicycle service on Line B-San Francisco and elimination of service to the Willamette Shipyard on Line L - Richmond-San Francisco, on motion of Director Rinehart.

Transit-Times

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Telephone (415) 654-7878

BOARD OF DIRECTORS

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Ward III
ROY NAKADEGAWA ..... Vice President
Ward I
PAUL B. GODKIN ..... Director at Large
RAY RINEHART ..... Director at Large
WILLIAM E. BERK ..... Ward II
WILLIAM J. BETTENCOURT ..... Ward IV
JEAN A. HOLMES ..... Ward V

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Robert E. Nisbet ..... General Manager
Lawrence A. Rosenberg ..... Assistant General Manager for Administration and District Secretary
Robert J. Shamoon ..... Assistant General Manager for Operations
Richard H. Bertz ..... Acting Maintenance Manager
J. Dale Goodman ..... Transportation Manager
Ozro D. Gould ..... Claims Manager
John A. Krajcar ..... Purchases and Stores Mgr.
Lawrence S. Kurz ..... Treasurer-Controller
Donald S. Larson ..... Manager of Planning and Research
Billy S. Lyle ..... Acting Personnel Manager
Stanley O. Pearce ..... Superintendent of Safety and Training
Warren E. Robinson ..... Transportation Engineer

- Authorized two trips weekdays on Line 91 - Hayward-Castro Valley to serve new senior citizens center in Hayward, on motion of Director Rinehart.
- Authorized extension to Tahoe Avenue of Line 93A - San Lorenzo-Hayward, on motion of Director Rinehart.
- Authorized minor re-routings of Line 83 in downtown Oakland and of Lines W-1 and 63 in Alameda, on motion of Director Rinehart.

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Vol. 21, No. 5 NOVEMBER 1976

Transit-Times

'Season's Greetings' Rolls into operation

Our 'Stockholders' Write

The purpose of this letter is to insure that the supervisor of Mr. *Randal West* of the Scheduling Department is made aware of the courtesy, willingness to listen, and response Mr. West gave to me.

I contacted him regarding the scheduling of bus service in the vicinity of Washington High School in Fremont. He immediately checked the schedule and saw the problem. He promised to investigate, try to find a solution and let me know the result.

He returned my call and was most accommodating. By slightly revising the schedule, bus service was better coordinated with the dismissal time of the students from school.

It was gratifying to have someone serving the public really show a desire to be pleasant and helpful.

Connie Burgess
Fremont

* * *

As a long-term and satisfied rider of the F Express from Berkeley to San Francisco, I was upset to observe that the right rear tire of the bus was completely bald and had absolutely no tread.

I trust that corrective steps will be taken to insure that all AC Transit buses are outfitted with safe tires.

Michael A. Papp
Kensington

(Ed Note: According to R. H. Bertz, maintenance manager, tires are inspected nightly. They must meet the tread depth requirements set forth by the Department of Transportation. Rear tires might appear to be "bald" because a standard, straight groove is used rather than a zig-zag groove.)

* * *

This letter is to give a compliment for the outstanding service and courtesy of Operator *William A. Scott*. My trip to Oakland involved a long trip at a very busy time on Line 57 so I had plenty of opportunity to note this operator's outstanding service to all persons.

It is my thought that AC Transit will be pleased to receive this compliment to an outstanding employee.

Ms. E. Carlson
San Francisco

* * *

This letter is to acknowledge the efforts of two of your employees — Mr. *William Neubert,* a driver, and Mr. *Chuck Sigler,* assistant superintendent, Newark Division — who helped my mother in Fremont recently.

Mr. Neubert found my mother's purse at a bus stop on Mowry Avenue, then turned the purse over to Mr. Sigler. When Mr. Sigler tried to telephone my mother to tell her he had her purse, he realized that something else was wrong. He could have considered it none of his business and put the purse aside to be picked up later. Instead, he persisted in his efforts by taking the purse to her. That is when he learned that the retarded daughter who lives with my mother was lost and that my mother was having difficulty coping with the fact that her daughter was missing as well as her purse.

Needless to say, either problem could have had disastrous results. Fortunately, both were resolved satisfactorily. I do not believe that the problem of the purse would have been so happily worked out if it had not been for the alertness of Mr. Neubert or for the persistence of Mr. Sigler who returned the purse and made sure everything was all right.

M. Rita Howe
Fremont

John L. McDonnell

Jean A. Holmes

Roy Nakadegawa

William Bettencourt

Four Directors win voters' support

East Bay voters filled four positions on AC Transit's Board of Directors during the general election November 7.

Incumbent Director John L. McDonnell, a businessman currently representing Ward Three (Alameda, Piedmont and parts of Oakland), was returned to office, according to the initial, unofficial election results.

McDonnell is currently serving as president of the Board.

Director William J. Bettencourt, a public relations executive who with McDonnell has served on the Board since its inception in 1956, was returned to office representing Ward Four (Castro Valley, San Leandro, San Lorenzo and parts of East Oakland).

Incumbent Director Jean A. Holmes, a Fremont businesswoman appointed last year to represent Ward Five (Fremont, Newark and most of Hayward), also was returned to her seat on the Board.

And, according to the vote tally, Director Roy Nakadegawa, a civil engineer first elected to the Board in 1972, outpolled Director Paul B. Godkin for the single at-large seat up for election.

Moraga-Orinda riders To receive improved And extended service

Country Coach riders in Moraga and Orinda will notice several service improvements early next month.

Beginning December 4, buses on Lines 350 and 351 (operated by the District under contract in the Orinda-Moraga-Lafayette area) will be operating more frequently — at 20-minute intervals during weekday morning and afternoon commute periods, at a 40-minute frequency midday.

At the same time, Line 350 service will be extended into North Orinda, linking Orinda Village and nearby residential areas along Miner Road and Orindawoods Road with BART/Orinda.

Service continues on the present route via Moraga (with a commute-hour-only extension to Joaquin Moraga School), St. Mary's College, Rheem Center, Lafayette (where additional stops will be established) and BART/Lafayette.

THE COVER — With paint brushes in hand, Walter Sandoval of Maintenance prepares to put final touches on these bearers of Christmas greetings. The figures and ornamented trees will adorn the "Santa Claus Express" — that brightly decorated bus which for the 15th year will take Santa, Christmas carols and candy canes to all areas served by AC Transit. This year, the bus is scheduled to make special "candy cane stops" throughout the urban East Bay, in Fremont and Newark, and in contract service areas in central, eastern and western Contra Costa County.

Area gets Saturday service

Bus riders in Pittsburg, Antioch and Brentwood are enjoying special Saturday service during the Christmas season.

Saturday schedules — extending local service in eastern Contra Costa County to six days a week — were inaugurated late this month and continue through December 23rd.

Promoting opportunity is a full-time job

The Affirmative Action Coordinator has a complex and important responsibility which can be best summed up in a simple statement: to monitor and promote the long standing policy of providing equal opportunity in every aspect of District business.

AC Transit has always been an equal opportunity employer, making jobs available to all applicants without regard to their heritage, and also has always provided bus service and business opportunities to every segment of the community.

John W. Rose Jr., formerly Affirmative Action representative, is now Affirmative Action Coordinator. The change in title — along with a clear definition of a broad range of responsibilities — reflects the District's continuing commitment to vigorously pursue its equal opportunity policy.

A veteran of a quarter of a century in East Bay public transit, Rose is well equipped for the job — with an intimate familiarity with District personnel matters, particularly employment and promotional processes.

Varied Duties

In recent years, he's had direct responsibility for monitoring District policy of equal access in all aspects of personnel matters — in hiring, training, promotions and transfers, and in terminations, too.

His office aggressively assists other departments in promoting employment in the work force and advancement to decision-making levels of individuals from every segment of society.

The Affirmative Action Coordinator also oversees vigorous efforts to ensure that throughout all communities the District serves, minority-owned businesses are aware of opportunities to provide service and supplies to the District.

In this endeavor, Rose is ably assisted by newly-appointed Minority Business Enterprise Representative Sandra Privett,

John W. Rose Jr., Sandra Privett

whose experience includes dealings with the many aspects of small-and minority-owned-business enterprises.

The Minority Business Enterprise representative, under supervision from Rose, ensures that all District departments which deal with suppliers of materials and services communicate all up-coming opportunities to the entire business community.

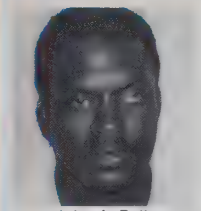
At the same time, the M.B.E. representative gets outside the District offices to actively seek out minority-owned business, and to make sure these businesses are aware of the District's effort to involve all possible suppliers to the maximum possible extent.

Yet another of the Affirmative Action Coordinator's many duties is to monitor and report on bus service throughout the 600-square-mile area AC Transit serves — from Brentwood to Crockett, San Pablo to Fremont — ensuring that transportation is made available to all sectors of the communities.

Now, all District efforts to meet these manifold objectives are monitored — and energetically encouraged — by a staff-level Affirmative Action Coordinator under the direct guidance of the General Manager.

New Employees

AC Transit welcomes these new workers



John A. Bell
Maintenance
Richmond

Douglas S. Cutting
Maintenance
Seminary

Terrance W. Cutting
Maintenance
Seminary

Calvin Davis
Maintenance
Newark

Jessie Gay
Maintenance
Emeryville

Willie Henderson
Maintenance
Emeryville

Stephen Johnson
Maintenance
Seminary

Auter Jordan
Maintenance
Seminary

Kenneth Ray Kahn
Maintenance
Richmond

James E. McCray
Maintenance
Emeryville

Milton McDowell
Maintenance
Emeryville

Georgina Moreno
Maintenance
Richmond

A. J. Mouton
Maintenance
Emeryville

Steven Portlock
Maintenance
Emeryville

Jocelyn Rivers
Maintenance
Emeryville

Ida Sanders

Thomas Murray

Harold Fell

Randal West

Transit people

Two retire, two receive promotions

Retiring after 33 years of transit service, *Ida Sanders* looks forward to enjoying a leisure life centering around her home in Richmond, where she's lived since 1947.

She expects to have more time now for working in her flower garden and for keeping tabs on her family, which includes 2 children — Donna Parker and Melvin Poppe — 8 grandchildren and 5 great-grandchildren.

After completing a wartime stint as a production worker in the shipyards, Ida joined Key System as a ground-based fare collector, then became a receiver, responsible for opening fareboxes and counting cash and tokens.

When Richmond Division opened in 1947, she went there as chief receiver. Later, as a clerk at the division, she performed such functions as time-keeping, giving schedule and route information to the public, issuing stock, and keeping records. At retirement, she held the position of senior clerk.

Thomas A. Murray, retiring after 25 years behind the wheel at Emeryville Division, is looking forward to some very busy leisure years.

In his long and varied transportation career, Murray worked railroads, airlines and steamships before joining the District's predecessor in 1953. More recently as a bus driver, he's been serving riders and winning friends on Line 65.

Murray and wife Susie make their home in Sacramento, where he plans to divide his time between favorite sports (golf, bowling and fishing) and a typewriter.

A relative and childhood buddy of famed "Roots" author Alex Haley, Murray says he'll now be writing a chronicle of his branch of the family — from where "Roots" (with his and Haley's common heritage) ended to the present.

Moving up

Two appointments have been made in the Schedule Department.

Harold W. Fell, who joined AC Transit in 1962 as a traffic checker, is now superintendent of schedules. He was assigned to this post after serving in previous years as assistant superintendent of schedules, supervisor of schedules, and senior schedule analyst.

In earlier years, Fell was employed in the metal findings industry. He also operated his own hobby shop business for 11 years. During World War II, he served in the Army Quartermaster Corps.

Fell's family includes wife Ruth; two children, Jeanne and James; and seven grandchildren. He lives in El Cerrito but has acquired a second home near Colfax where he plans to retire.

One of his outside interests is railroad history.

Randal W. West is now assistant to the supervisor of schedules after serving as senior schedule analyst.

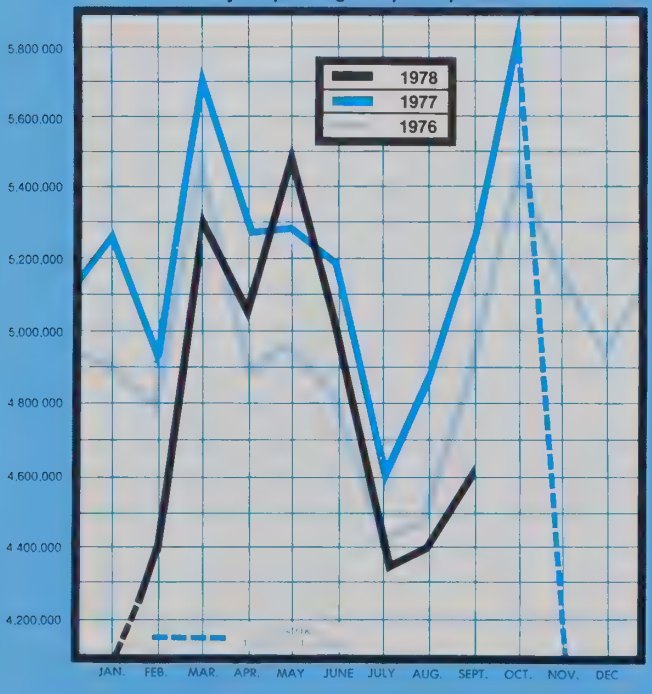
He joined AC Transit in 1969 as mail boy, then moved upward to positions as traffic checker, assistant schedule analyst, and schedule analyst. One of his long-term assignments was re-vamping and redesigning timetables used by bus patrons.

Two members of West's family also are System employees. His father, *Wayne West,* is with Maintenance at Seminary Division; his sister, *Carol Mori,* is with PBX Information.

September Report

Passenger Trips	Sept. 1978	Sept. 1977	% change
East Bay	3,392,293	3,833,326	-11.5
Transbay	983,722	1,172,338	-16.1
Fremont/Newark	99,364	103,853	-4.3
Contract Services:			
BART	113,616	94,218	20.6
Concord	51,938	47,798	8.7
Pleasant Hill	10,914	11,363	-4.0
Moraga/Orinda	12,874	13,779	-6.6
Pittsburg/Antioch/ Brentwood	11,484	7,393	55.3
Total	4,676,205	5,284,068	-11.5
Fare Revenue			
East Bay	$ 935,685	$ 750,368	24.7
Transbay	636,336	610,231	4.3
Fremont/Newark	25,336	19,720	28.5
Contract Services:			
BART	36,355	30,180	20.5
Concord	10,574	8,121	30.2
Pleasant Hill	1,732	1,786	-3.0
Moraga/Orinda	2,383	2,300	3.6
Pittsburg/Antioch/ Brentwood	2,890	1,849	56.3
Total	$1,651,291	$1,424,555	15.9
Service Miles			
East Bay	1,337,914	1,383,755	-3.3
Transbay	715,770	759,443	-5.8
Fremont/Newark	126,299	121,850	3.7
Contract Services:			
BART	151,166	124,183	21.7
Concord	47,714	47,773	-.1
Pleasant Hill	9,440	9,942	-5.0
Moraga/Orinda	16,306	16,666	-2.2
Pittsburg/Antioch/ Brentwood	31,269	32,120	-2.6
Total	2,435,878	2,495,732	-2.4

3 year passenger trip comparison



Actions of the Board

At an adjourned regular meeting October 25, the Board of Directors:

- Authorized General Manager to enter into agreement with Hewlett-Packard for purchase and installation of a general purpose computer, on motion of Director Nakadegawa.

* * *

At a regular meeting November 8, the Board of Directors:

- Authorized General Manager to execute contract with UMTA relative to a capital improvements grant in the amount of $13,751,675, on motion of Director Rinehart.
- Authorized General Manager to advertise and seek bids for the purchase and installation of one portable and five stationary air compressors, on motion of Director Berk.

Transit-Times

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Warren E. Robinson ..... Transportation Engineer

Two retired transit employees meet deaths

Deaths of two retirees have been reported within recent weeks.

John E. Hector, 95, died October 23 in Half Moon Bay, where he made his home. He had been with Key System for 37 years when he retired in 1948. At the time of retirement, he was an operator on the Park Boulevard Streetcar line. Before coming west, he had worked for Chautauqua Traction Co., which operated electric street railways in the state of New York.

He is survived by two daughters, Mrs. E. G. Bergren and Mrs. B. K. McCorkle.

Clarence H. Van Velsor, 53, who retired in June, 1978, died October 26 in Sacramento. At the time of retirement, he had been employed by the District for nine years and was assigned to Maintenance at Newark Division.

Funeral services and burial were in Auburn, where Van Velsor made his home. He is survived by his widow, LaVivionne.

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Vol. 21, No. 6 DECEMBER 1979

Transit-Times

Holiday Greetings from AC Transit

Our 'Stockholders' Write

As a nine-year patron of the B Line, I have been impressed by the efficient and courteous service which AC Transit provides. However, since the recent schedule change which eliminated one morning peak hour transbay bus, the service level had deteriorated rapidly. There is a standing-room only on the three morning peak-hour departures from Lakeshore/Lake Park.

I hope you will personally investigate the situation so that your normal superior service is again available to B Line patrons.

Robert W. Belk
Oakland

(Ed. Note: Although it has been necessary to make minor service curtailments due to decreased funding, please be assured that every effort is being made to equalize passenger loading and to eliminate standees on affected lines. Such effort must, of course, be consistent with current operating resources.)

* * *

I wish to express my appreciation to one of your drivers, *Mr. Clifford Griffin,* for the assistance he rendered one of our officers.

The officer was attempting to restrain a mentally disturbed person and was experiencing a great deal of difficulty. Mr. Griffin observed what was happening and took the initiative to assist the officer. Through Mr. Griffin's timely aid, the officer was able to turn what could have been a grave situation into a "routine" incident.

Please offer our thanks to Mr. Griffin.

Captain R. S. Judson, Commander
Oakland Area
California Highway Patrol

I want to issue a compliment, not a complaint, to the bus driver *(H. A. Asp)* who drove the 37 Express this morning from Merritt College to Berkeley.

This driver acted in a manner courteous to both passengers on the bus and other drivers. He waited for older persons to be seated before taking off from a bus stop; he allowed other vehicles, that were obviously having a problem entering traffic, to pass in front of him; and he had kind words for all of us. This kind of behavior makes riding the bus a more than tolerable experience: it makes it quite pleasant!

Thank you. I ride the bus often. It is not always this nice.

Jennifer Fechner
Berkeley

* * *

I had occasion to ride the bus from Dublin to Hayward BART station. Because I usually don't ride the bus, it was necessary to ask information from the driver (*W. D. Fisher*). He was very courteous and helpful and should be commended for the excellent manner in which he performs his job.

L. S. Gesek
Dublin

* * *

Thank you (Operator *Billy Proffitt*) so very much for taking time out of your busy schedule to spend time with Montalvin Manor students. The students were very pleased with the useful materials you distributed, and the slides were right on target.

Dorothy Lee
Montalvin Manor School
San Pablo

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JAN 12 1979

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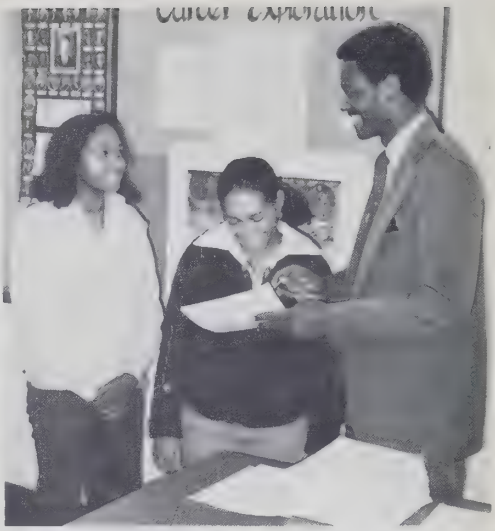
Transit Santa greets public again

CANDY CANE COACH — Jim McCracken, treasury supervisor, is this season's Santa, riding AC Transit's own "sleigh" to bring greetings (and candy canes) to service area patrons and public. Santa's helpers are Carol Mori and Cynthia Isom (left and right in photos, left) from PBX Information. Young David McCracken (above, far right) also assisted St. Nick.

WHEEL AT THE WHEEL — Assemblyman Walter M. Ingalls (D.-Riverside), chairman of the Assembly Transportation Committee, tries the driver's seat in one of the District's newly-acquired articulated buses. Ingalls was in Oakland to chair hearings into usage of state transportation funds. While in the area, he and other members of the Assembly committee took time out to inspect this latest addition to the AC Transit fleet. Thirty of these 60-foot-long buses are being delivered — with about half already placed into service — for employment on heavily-patronized lines where their larger interiors yield greatly improved passenger comfort. These longer buses bend in the middle to better negotiate city streets, and seat 69 riders in air-conditioned interiors.



TRANSIT CAREER TALK — Billy T. Bishop, training instructor, explains occupational categories to Oakland students Shirley Moody (left) and Lisa Medler at Westlake Junior High School. Bishop's presentation was part of an ongoing AC Transit program aimed at informing young adults of job possibilities in public transit.

THE COVER — A gaily-decorated "Santa Claus Express" carried seasonal greetings from District Directors and personnel to residents of communities throughout the East Bay this month. This is the 15th year talented members of Maintenance Department created a rolling Christmas card to spread cheer (and, frequently, candy canes) throughout the 600-square-mile service area. It's AC Transit's way of extending to everyone best wishes during this holiday season — and for the coming year.

BAUTI sessions set

The Bay Area Urban Transit Institute — sponsored by CALTRANS with AC Transit assistance — continues into its third year with the first of three training sessions set for April 2-April 6, 1979.

Attended by an average of 25 representatives of transit systems and officials of assorted government agencies — local, state and national — involved in mass transportation, each institute session gives participants an intimate familiarization with the inner workings of Bay Area transit properties.

During 1979, additional institute sessions have been set for mid-July and late October.

Union elects officers

Richard Windrich, a dispatcher, was elected president of Amalgamated Transit Union, Division 192, in union balloting this month. Other officers elected by the 1800 union members include: *A.C. Johnson,* vice president; *I.P. Cordiero,* financial secretary; and *William McCombe* and *Oscar Owens,* assistant business agents.

Retirees' years on the job total 85

Even after a total of 32 years in the driver's seat for AC Transit and its predecessor, Key System, *George ("Rod") Rodriguez* is still somewhat reluctant to give it up. Though retirement itself seems to hold no terror for him — "I have plenty to keep me occupied" — he says he genuinely misses driving.

Among those things which he expects to keep him "occupied" are taking some classes (he's especially interested in learning small appliance repair), working with his ham radio rig, and doing chores around the home in Richmond which he and wife Alice have occupied for 23 years.

Rodriguez' pride in his family is evident. Son Richard is resident administrator of the American Humanities Program at Northern Colorado University. Daughter Julie is an employee of Lawrence Radiation Lab. The youngest, Jeanne, a sophomore at Kennedy High School in Richmond, is a skilled competitive swimmer.

When *Odie McNutt* retired after 20 years as a driver for Emeryville and Newark Division, he took up a much different way of life. He and wife Virgie are serving as field directors for the National Campers and Hikers Association, which promotes and encourages family camping.

They live in Creswell, Ore., but maintain active ties with this state through their connection with the annual Northern California Camp-O-Ree, which the McNutts founded for NCHA. Last year's Camp-O-Ree in Antioch drew 254 families, McNutt reports.

He is a long-time camping enthusiast who says that a number of his former fellow drivers also are active in family camping.

Ray Harman, retired as a maintenance foreman at Seminary Division after 33 years of service (all on the graveyard shift), is now living the relaxed life on a small ranch near Oroville. Though he and wife Margaret have "made no plans", they do expect to do some trap-shooting (he's a champion), some golfing (her favorite sport), and some traveling.

George Rodriguez

Harman joined Key System as a mechanic in 1944. Previously, he had been a shipyard worker and foreman. His reaction to his years in maintenance are summed up in his expression of satisfaction at "sending a man out of the yard with a smile on his face and a good piece of equipment" to drive.

The Harmans have two grown children, a son and a daughter.

Transit retirees organize Club, elect officer slate

A Retirees Club, open to retired employees of AC Transit and its predecessor organizations, Key System and National City Lines, has been formed and a slate of officers elected.

About two-dozen former transit employees attended the second meeting of the group, held November 12. They elected *Lou Bailey* president of the new club; *Thomas Brand,* vice president; and *Bessie Hanson,* secretary-treasurer. Officers are currently working on a set of by-laws.

Purpose of the club is both social and informational, according to its founders. Social events and trips are planned, along with exchange of information on practical matters relating to retirement.

Retirees wishing further information on the club may contact Lou Bailey, 547-0107, or Thomas Brand, 357-1538.

New Employees

Johnny Bellups
Transportation
Emeryville

AC Transit welcomes these new workers

Guy Carpenter
Transportation
Emeryville

Larry Craig
Maintenance
Seminary

Norman Davis
Maintenance
Emeryville

Sherrian Hunter
Transportation
Seminary

Jeffer James
Transportation
Emeryville

William Johnson
Transportation
Emeryville

Betty Laird
Transportation
Seminary

Eddie Mays
Maintenance
Emeryville

Thomas Murray
Transportation
Emeryville

Anthony Nelson
Maintenance
Seminary

Gregory Pierce
Maintenance
Seminary

Herman Poole
Maintenance
Seminary

Eddie Pree
Maintenance
Seminary

Ronald Price
Maintenance
Emeryville

Joseph Scales
Transportation
Seminary

Nathaniel Spellman
Maintenance
Emeryville

Moody Thompson
Maintenance
Seminary

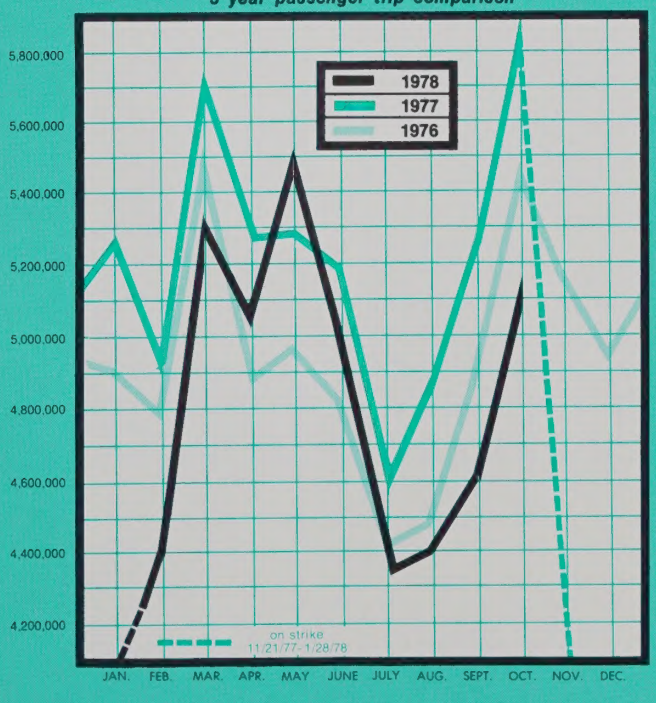
Donald Weinel
Maintenance
Seminary

Wayne Whitney
Transportation
Emeryville

October Report

Passenger Trips	Oct. 1978	Oct. 1977	% Change
East Bay	3,717,673	4,223,410	-12.0
Transbay	1,096,220	1,369,490	-20.0
Fremont/Newark	113,439	120,959	-6.2
Contract Services:			
BART	131,765	97,998	34.5
Concord	58,354	52,025	12.2
Pleasant Hill	13,125	11,232	16.9
Moraga/Orinda	13,684	14,460	-5.4
Pittsburg/Antioch/ Brentwood	13,178	9,212	43.1
Total	5,157,438	5,898,786	-12.6
Fare Revenue			
East Bay	$ 991,526	$ 807,293	22.8
Transbay	714,790	639,928	11.7
Fremont/Newark	28,914	22,836	26.6
Contract Services:			
BART	41,778	31,421	33.0
Concord	11,806	9,059	30.3
Pleasant Hill	1,777	1,716	3.6
Moraga/Orinda	2,708	2,381	13.7
Pittsburg/Antioch/ Brentwood	3,309	2,302	43.7
Total	$1,796,608	$1,516,936	18.4
Service Miles			
East Bay	1,427,216	1,438,110	-.8
Transbay	788,507	789,249	-.1
Fremont/Newark	134,058	130,843	2.5
Contract Services:			
BART	195,953	125,300	56.4
Concord	57,667	47,527	21.3
Pleasant Hill	10,372	9,896	4.8
Moraga/Orinda	18,126	16,685	8.6
Pittsburg/Antioch/ Brentwood	34,364	32,605	5.4
Total	2,666,263	2,590,215	2.9

3 year passenger trip comparison



Actions of the Board

At an adjourned regular meeting November 29, the Board of Directors:

- Awarded contract to The Hub-Schneiders for providing uniform slacks and trousers, subject to compliance with bid documents, on motion of Director Rinehart.
- Adopted resolutions authorizing filing of two applications with Department of Transportation for operating assistance grants, on motion of Director Bettencourt.
- Set public hearing on DOT operating assistance grant applications for January 10, 1979, on motion of Director Nakadegawa.
- Rejected all bids received in response to Regional Transit Association proposal for procurement of bearings, on motion of Director Bettencourt.
- Authorized acquisition of additional space for General Offices, on motion of Director Berk.

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All divisions achieve safe-driving goals

Drivers at all four divisions achieved the monthly safe-driving goal during both September and October. That goal is 13,250 miles per chargeable accident.

Newark Division topped the safe-driving mileage totals both months, compiling a total of 38,712 miles per accident in November and 20,302 miles in October.

Richmond Division ranked second in the totals, with a driving record of 17,916 miles per accident in November and 18,752 miles in October.

Emeryville's performance ranked third in the two months: 14,967 miles per accident in November and 16,382 miles in October. Seminary's drivers achieved totals of 14,480 miles per accident in October and 16,154 in October.

During the two-month period, District drivers logged a total of 5,259,444 miles.

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